### 2002

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

### **Jurisdiction Report**

97

Wise County
Town of Big Stone Gap
City of Norton
Town of Appalachia
Town of Coeburn
Town of Pound
Town of Saint Paul
Town of Wise

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Wise County  From Lee County Line  Lee County Line	QK Dir Factor	AAWDT QW	Year
From: Lee County Line			
Ecc County Line			
	F 0.508	3 10000 G	2002
To \$ 07.944	0.000		
1.91 <b>10000 G</b> 90% 1% 3% 1% 6% 0% F 0.08	F 0.537	' 10000 G	2002
Bus LIS 23 South of Rig Stone Gan			
~~~	F 0.539	14000 G	2002
To: S 97- 610			
5.30 <b>14000 G</b> 90% 1% 3% 1% 6% 0% F 0.077	F 0.555	5 14000 G	2002
	0.000	14000	2002
(23) 0.86 <b>16000 G</b> 90% 1% 3% 1% 6% 0% F 0.078	F 0.562	. 16000 G	2002
To: WCL Norton	. 0.002		
City of Norton			
WCL Norton			
1.03 <b>18000 G</b> 90% 1% 3% 1% 6% 0% F 0.08	F 0.568	3 18000 G	2002
To 11Th St			
1.49 <b>18000 G</b> 90½ 1% 3% 1% 6% 0% F 0.085	F 0.593	3 18000 G	2002
To. ALT US 58, SR 283		05000	
0.77 <b>25000 G</b> 90% 1% 3% 1% 6% 0% F 0.086	F 0.574	25000 G	2002
Wise County  From: NCL Norton			
(23) 0.88 <b>22000 G</b> 94\( \infty 0\) 2\( \infty 1\) 4\( \infty 0\) F 0.082	F 0.549	22000 G	2002
From: Bus US 23 North of Norton			
~~	F 0.516	23000 F	2002
To: SCL Wise			
Town of Wise			
SCE WISC	N 0.516	3 23000 N	2002
	0.010	20000 11	2002
1.44 <b>15000 G</b> 94% 0% 2% 1% 4% 0% F 0.078	F 0.516	16000 G	2002
Tr NCL Wise	0.010	10000	2002
Wise County			
From: NCL Wise			
0.52 <b>15000 N</b> 94% 0% 2% 1% 4% 0% N 0.078	N 0.516	6 16000 N	2002
To Bus US 23 North of Wise			
4.10 <b>14000 G</b> 94 % 0% 2% 1% 4% 0% F 0.078	F 0.583	3 15000 G	2002
From: 97-634			
(23) 3.56 <b>14000 G</b> 94% 0% 2% 1% 4% 0% F 0.076	F 0.615	5 14000 G	2002
To Bus US 23 South of Pound			
2.40 <b>6200 G</b> 94% 0% 2% 1% 4% 0% F 0.085	F 0.546	6400 G	2002
·			
Town of Pound  From: WCL Pound			
	N 0.546	6400 N	2002
To Bus US 23 North			
(23) 1.16 <b>6200 G</b> 94 0% 2% 1% 4% 0% F NA		NA	2002
To NCL Pound			
Wise County  From: NCL Pound			
	F 0.503	3 7700 G	2002
2.02 <b>7700 G</b> 94% 0% 2% 1% 4% 0% F 0.075	. 0.000		2002
Bus US 23 South of Pound			
05 25 50dili 01 1 0dild	F 0.645	8700 G	2002

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
own of Pound								· ·							
<u>Bus</u>	0.74			From:	00/	SCL Pound	40/	00/		0.005		0.045	0700		0000
23)	2.74	8600	N	98%	0%	1% 0%	1%	0%	N	0.085	N	0.645	8700	N	2002
~				To-		N US 23 & 97-T6	30								
own of Wise															
Bus	0.04	44000	_	From:	00/	US 23	40/	00/	_	0.000	_	0.504	44000	0	0000
23 Norton Rd	0.21	11000	G	98%	0%	1% 0%	1%	0%	С	0.089	F	0.534	11000	G	2002
Bus				From:		97-757									
Norton Rd	0.43	17000	G	98%	0%	1% 0%	1%	0%	F	0.089	F	0.790	17000	G	2002
23) Noncil 10	0.10			0070	070		170	070	•	0.000	•	0.100	11000	Ü	2002
Bus				From:		E Cherry St									
23 Norton Rd	0.57	13000	G	98%	0%	2% 0%	0%	0%	F	0.087	F	0.565	13000	G	2002
<del></del>				To:		Main Street									
Bus				From:		Norton Rd									
23 Main Street	0.36	6600	G	98%	0%	2% 0%	0%	0%	F	0.089	F	0.598	6700	G	2002
<del>~</del>				To:		Hall Ave									
Bus			_	From:	201		201	201	_		_			_	
23) Main Street	0.43	6200	G	98%	0%	2% 0%	0%	0%	С	0.092	F	0.503	6400	G	2002
Que.				To: From:		Lake St Ext									
Bus 23 Main Street	0.10	4800	G	98%	0%	2% 0%	0%	0%	F	0.09	F	0.688	4800	G	2002
23 Main Street	0.10	7000	3	90 70 To:	U /0	NCL Wise	U /0	0 /0	1	0.08	-	0.000	7000	J	2002
						INCL WISC									
Vise County				From:		NO W:		-							
Bus	0.65	E200	G	94%	1%	NCL Wise	1%	0%	_	0.007	_	0 565	E200	C	2002
23)	0.65	5200	G	94%	170	2% 2%		0%	F	0.087	F	0.565	5300	G	2002
						US 23 North of W	ise								
<u>Bus</u>			_	From:		US 23								_	
23 }	0.35	14000	G	96%	0%	2% 1%	1%	0%	F	0.087	F	0.513	15000	G	2002
~				To-		SCL Big Stone G	ap								
own of Big Stone Gap															
Bus				From:		SCL Big Stone G									
23 Gilley Ave	0.93	12000	G	96%	0%	2% 1%	1%	0%	С	0.082	F	0.521	12000	G	2002
~				To-		E 5Th St									
						Lambi									
			_	From:		Gilley Ave			_		_				
	0.24	6800	G	From: 96%	0%		1%	0%	F	0.082	F	0.56	6900	G	2002
E 5Th St	0.24	6800	G	96%	0%	Gilley Ave		0%	F	0.082	F	0.56	6900	G	2002
E 5Th St				96%		Gilley Ave 2% 1%  ALT US 58 Wood	Ave								
E 5Th St	0.24	6800 7400	G G	96%	0%	Gilley Ave 2% 1%		0%	F	0.082	F	0.56 0.704	6900 7500	G G	
23) E 5Th St  Bus 23) E 5Th St				96%		Gilley Ave 2% 1%  ALT US 58 Wood	Ave								
E 5Th St  Bus 23 E 5Th St  Bus Bus	0.28	7400	G	96% From:  96%	0%	Gilley Ave           2%         1%           ALT US 58 Wood         2%           2%         1%           Aviation Rd	Ave 1%	0%	F	0.085	F	0.704	7500	G	2002
E 5Th St  Bus 23 E 5Th St  Bus Bus				96% From: 96% From: 94%		Gilley Ave         2%       1%         ALT US 58 Wood       2%         2%       1%         Aviation Rd       2%         2%       2%	1% 1%								2002
23) E 5Th St  Bus 23) E 5Th St  Bus 23) E 5Th St	0.28	7400	G	96% From:  96%	0%	Gilley Ave           2%         1%           ALT US 58 Wood         2%           2%         1%           Aviation Rd	1% 1%	0%	F	0.085	F	0.704	7500	G	2002
Bus 23) E 5Th St Bus 23) E 5Th St	0.28	7400	G	96%  To From 96%  To From 94%  To:	0%	Gilley Ave   2%   1%	1% 1% ap	0%	F	0.085	F	0.704	7500	G	2002
E 5Th St  Bus 23 E 5Th St  Bus 23 E 5Th St  Vise County  Bus	0.28	7400 7200	G G	96%  To From:  96%  To From:	0%	Gilley Ave 2% 1%  ALT US 58 Wood 2% 1%  Aviation Rd 2% 2%  NCL Big Stone G	1% 1% ap	0%	F C	0.085	F	0.704	7500	G G	2002
E 5Th St  Bus 23 E 5Th St  Bus 23 E 5Th St  Vise County  Bus	0.28	7400	G	96% From 96% Ta From 94% To: From 84%	0%	Gilley Ave   2%   1%	1% 1% ap  9%	0%	F	0.085	F	0.704	7500	G	2002
E 5Th St  Bus 23 E 5Th St  Bus 23 E 5Th St  Vise County  Bus	0.28	7400 7200	G G	96%  To From:  96%  To From:	0%	Gilley Ave 2% 1%  ALT US 58 Wood 2% 1%  Aviation Rd 2% 2%  NCL Big Stone G	1% 1% ap  9%	0%	F C	0.085	F	0.704	7500	G G	2002
E 5Th St  Bus E 5Th St  Bus E 5Th St  Bus E 5Th St  Cown of Appalachia	0.28	7400 7200	G G	96%  To From 94%  To From 84%  To T	0%	Gilley Ave	1% 1% ap  9%	0%	F C	0.085	F	0.704	7500	G G	2002
E 5Th St  Bus E 5Th St  Bus E 5Th St  Bus E 5Th St  Cown of Appalachia	0.28	7400 7200 2700	G G	96% To From 94% To From 84% To From From From 84%	0%	Gilley Ave 2% 1%  ALT US 58 Wood 2% 1%  Aviation Rd 2% 2%  NCL Big Stone G  NCL Big Stone G  4% 2%  SCL Appalachia	1% 1% ap ap 9%	0%	F C	0.085	F F	0.704 0.54 0.518	7500 7400 2800	G G	2002
E 5Th St  Bus E 5Th St  Bus E 5Th St  Bus E 5Th St  Bus E 5Th St  Cown of Appalachia	0.28	7400 7200	G G	96%  Tin From 96%  70 From 84%  From 84%	0%	Gilley Ave 2% 1%  ALT US 58 Wood 2% 1%  Aviation Rd 2% 2%  NCL Big Stone G  NCL Big Stone G  SCL Appalachia  SCL Appalachia	1% 1% ap  9%	0%	F C	0.085	F	0.704	7500	G G	2002
E 5Th St  Bus E 5Th St  Bus E 5Th St  Bus E 5Th St  Bus E 5Th St  Cown of Appalachia	0.28	7400 7200 2700	G G	96% To From 94% To From 84% To From From From 84%	0%	Gilley Ave 2% 1%  ALT US 58 Wood 2% 1%  Aviation Rd 2% 2%  NCL Big Stone G  NCL Big Stone G  4% 2%  SCL Appalachia	1% 1% ap  9%	0%	F C	0.085	F F	0.704 0.54 0.518	7500 7400 2800	G G	2002
E 5Th St  Bus 23 E 5Th St  Bus 23 E 5Th St  Wise County Bus 23  Cown of Appalachia Bus 23	0.28	7400 7200 2700	G G	96%  To From 96%  To T	0%	Gilley Ave 2% 1%  ALT US 58 Wood 2% 1%  Aviation Rd 2% 2%  NCL Big Stone G  NCL Big Stone G  4% 2%  SCL Appalachia 4% 2%  NCL Appalachia	1% 1% ap  9% a 9% a	0%	F C	0.085	F F	0.704 0.54 0.518	7500 7400 2800	G G	2002
E 5Th St  Bus E 5Th St  Bus E 5Th St  Bus E 5Th St  Vise County Bus E 5Th St  Vise County Bus E 5Th St	0.28 0.47 1.49	7400 7200 2700 2700	G G N	96%  To From:  94%  To:  From:  84%  To:  From:  Fr	0%	Gilley Ave 2% 1%  ALT US 58 Wood 2% 1%  Aviation Rd 2% 2%  NCL Big Stone G  NCL Big Stone G  4% 2%  SCL Appalachia 4% 2%  NCL Appalachia	1% 1% ap  9% a 9% a	0%	F C F	0.085 0.089 0.101 0.101	F F N	0.704 0.54 0.518	7500 7400 2800 2800	G G G	2002
E 5Th St  Bus E 5Th St  Bus E 5Th St  Bus E 5Th St  Vise County Bus E 5Th St  Vise County Bus E 5Th St  Vise County Bus E 5Th St	0.28	7400 7200 2700	G G	96%  To From 96%  To T	0%	Gilley Ave 2% 1%  ALT US 58 Wood 2% 1%  Aviation Rd 2% 2%  NCL Big Stone G  NCL Big Stone G  4% 2%  SCL Appalachia 4% 2%  NCL Appalachia	1% 1% ap  9% a 9% a	0%	F C	0.085	F F	0.704 0.54 0.518	7500 7400 2800	G G	2002 2002 2002 2002
E 5Th St  Bus E 5Th St  Bus E 5Th St  Bus E 5Th St  Vise County Bus E 5Th St  Vise County Bus E 5Th St  Vise County Bus E 5Th St	0.28 0.47 1.49	7400 7200 2700 2700	G G N	96%  To From:  94%  To:  From:  84%  To:  From:  Fr	0%	Gilley Ave 2% 1%  ALT US 58 Wood 2% 1%  Aviation Rd 2% 2%  NCL Big Stone G  NCL Big Stone G  4% 2%  SCL Appalachia 4% 2%  NCL Appalachia	1% 1% ap  9% a 9% a	0%	F C F	0.085 0.089 0.101 0.101	F F N	0.704 0.54 0.518	7500 7400 2800 2800	G G G	2002 2002 2002 2002
E 5Th St  Bus 23 E 5Th St  Bus 23 E 5Th St  Vise County  Bus 23  Cown of Appalachia  Bus 23  Vise County  Bus 23	0.28 0.47 1.49	7400 7200 2700 2700	G G N	96%  To From:  94%  To From:  84%  From:  84%	0%	Gilley Ave	1% 1% ap  9% a 9% a	0%	F C F	0.085 0.089 0.101 0.101	F F N	0.704 0.54 0.518	7500 7400 2800 2800	G G G	2002 2002 2002 2002
E 5Th St  Bus 23 E 5Th St  Bus 23 E 5Th St  Vise County  Bus 23 Cown of Appalachia	0.28 0.47 1.49	7400 7200 2700 2700	G G N	96%  To From:  94%  To From:  84%  From:  84%	0%	Gilley Ave	1% 1% ap  9% a 9% a	0%	F C F	0.085 0.089 0.101 0.101	F F N	0.704 0.54 0.518	7500 7400 2800 2800	G G G	2002 2002 2002 2002
E 5Th St  Bus 23 E 5Th St  Bus 23 E 5Th St  Vise County  Bus 23 Cown of Appalachia	0.28 0.47 1.49	7400 7200 2700 2700	G G N	96%  To From:  94%  To:  From:  84%  To:  From:  84%  To:  From:  84%  To:  From:  From:  84%  To:  From:	0%	Gilley Ave 2% 1%  ALT US 58 Wood 2% 1%  Aviation Rd 2% 2%  NCL Big Stone G 4% 2%  SCL Appalachia  4% 2%  NCL Appalachia  NCL Appalachia  NCL Appalachia  NCL Appalachia  NCL Appalachia  SCL Norton	1% 1% ap  9% a 9% a 9%	0%	F C F	0.085 0.089 0.101 0.101	F F N	0.704 0.54 0.518	7500 7400 2800 2800	G G G	2002 2002 2002 2002 2002
E 5Th St  Bus E 5Th St  Bus E 5Th St  Vise County Bus E 33  Cown of Appalachia Bus E 33  Vise County Bus E 33  Vise County Bus E 33	0.28 0.47 1.49 1.98	7400 7200 2700 2700	G G N	96%  To Trom 94%  To To Trom 84%  To To Trom 84%  To To Trom 84%  To To Trom 84%  To To Trom 75 Trom 7	0% 0% 1% 1%	Gilley Ave 2% 1%  ALT US 58 Wood 2% 1%  Aviation Rd 2% 2%  NCL Big Stone G 4% 2%  SCL Appalachia 4% 2%  NCL Appalachia 4% 2%  NCL Appalachia 4% 2%  SCL Norton  SCL Norton  SCL Norton	1% 1% ap  9% a 9% a	0%	F C F N	0.085 0.089 0.101 0.101	F F N N	0.704 0.54 0.518 0.518	7500 7400 2800 2800	G G G N	2002 2002 2002 2002 2002
ESTH St  Bus ESTH St  Bus ESTH St  Bus ESTH St  Wise County Bus ESTH ST  Cown of Appalachia Bu	0.28 0.47 1.49 1.98	7400 7200 2700 2700	G G N	96%  To From:  94%  To:  From:  84%  To:  From:  84%  To:  From:  84%  To:  From:  From:  84%  To:  From:	0% 0% 1% 1%	Gilley Ave 2% 1%  ALT US 58 Wood 2% 1%  Aviation Rd 2% 2%  NCL Big Stone G 4% 2%  SCL Appalachia  4% 2%  NCL Appalachia  NCL Appalachia  NCL Appalachia  NCL Appalachia  NCL Appalachia  SCL Norton	1% 1% ap  9% a 9% a 9%	0%	F C F N	0.085 0.089 0.101 0.101	F F N N	0.704 0.54 0.518 0.518	7500 7400 2800 2800	G G G N	2002 2002 2002 2002 2002
E 5Th St  Bus 23 E 5Th St  Bus 23 E 5Th St  Wise County Bus 23  Cown of Appalachia Bus 23  Vise County Bus 23  City of Norton Bus Bus	0.28 0.47 1.49 1.98	7400 7200 2700 2700	G G N	96%  To From:  84%  From:  84%  From:  84%  From:  84%  From:  84%  From:  84%	0% 0% 1% 1%	Gilley Ave 2% 1%  ALT US 58 Wood 2% 1%  Aviation Rd 2% 2%  NCL Big Stone G 4% 2%  SCL Appalachia 4% 2%  NCL Appalachia 4% 2%  NCL Appalachia 4% 2%  SCL Norton  SCL Norton  SCL Norton	1% 1% ap  9% a 9% a 9%	0%	F C F N	0.085 0.089 0.101 0.101	F F N N	0.704 0.54 0.518 0.518	7500 7400 2800 2800	G G G N	2002 2002 2002 2002 2002 2002

					V	Vise Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle	ruck e 1Trail	 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Norton															
Bus	0.00	40000	_	From:	40/	11Th St	00/	00/	_	0.070	_	0.504	40000	_	0000
23 Park Ave	0.33	10000	G	84%	1%	4% 2%	9%	0%	F	0.079	F	0.531	10000	G	2002
Bus				To: From:		8Th St									
23 Park Ave	0.34	13000	G	84%	1%	4% 2%	9%	0%	F	0.079	F	0.522	13000	G	2002
<u> </u>				To		Coeburn Rd									
Bus	0.00	45000	_	From:	40/			00/	_	0.004	_	0.540	45000	_	0000
23 Park Ave	0.26	15000	G	84%	1%	4% 2%	9%	0%	F	0.084	F	0.542	15000	G	2002
Bus				From:		SR 283									
23 Park Ave	1.46	6400	G	93%	1%	2% 4%	1%	0%	F	0.090	F	0.519	6500	G	2002
<u> </u>				To: From:		12Th St NE									
Bus 23 Park Ave	0.04	5700	G	93%	1%	2% 4%	1%	0%	F	0.089	F	0.542	5800	G	2002
23 Park Ave	0.04	3700	G	To:	1 /0	NCL Norton		070	'	0.003	'	0.542	3000	J	2002
W. C. A				L		TVCE TVCTC		<u> </u>							
Wise County Bus				From:		NCL Norton	1								-
23)	0.40	5400	G	93%	1%	2% 4%	1%	0%	F	0.085	F	0.544	5400	G	2002
				To:		US 23 North of N	orton								
ALT				From:		Lee County Li	ne								
(58)	2.06	4200	G	94%	1%	2% 3%	1%	0%	F	0.082	F	0.532	4300	G	2002
<u> </u>				To:		WCL Big Stone	Gap								
Town of Big Stone Gan															
ALT	4 45	F700	_	From:	40/	WCL Big Stone		00/	_	0.005	_	0.550	E000	0	2002
58 Cumberland Ave	1.15	5700	G	94%	1%	2% 3%	1%	0%	С	0.085	F	0.558	5800	G	2002
ALT				From:		W 1St Street	t	ŀ							
58 Wood Ave	0.13	6700	G	94%	1%	2% 3%	1%	0%	F	0.084	F	0.618	6800	G	2002
<u> </u>				To		E 1St Street									
ALT	0.40	0000	_	From:	40/			00/	_	0.000	_	0.000	0000	_	0000
58 Wood Ave	0.42	6200	G	94% To:	1%	2% 3% US 23; 5Th Str	1%	0%	F	0.083	F	0.628	6300	G	2002
ALT Bus				From:		US 23 5TH S									
58 23 E 5Th St	0.24	6800	G	96%	0%	2% 1%	1%	0%	F	0.082	F	0.56	6900	G	2002
				To:		GILLEY AV	E								
ALT Bus	0.00	40000	_	From:	00/	E 5TH ST	40/	00/	_	0.000	_	0.504	40000	_	0000
58 23 Gilley Ave	0.93	12000	G	96%	0%	2% 1% SCL BIG STONE	1%	0%	С	0.082	F	0.521	12000	G	2002
				<u> </u>		SCL BIG STONE	UAP								
Wise County ALT Bus				From:		SCL BIG STONE	GAP								
(58) (23)	0.35	14000	G	96%	0%	2% 1%	1%	0%	F	0.087	F	0.513	15000	G	2002
36) (23)				To:					-		-			_	
ALT				From:		RT 23& RT 23 I		ľ							
(58) (23)	1.24	14000	G	90%	1%	3% 1%	6%	0%	F	0.084	F	0.539	14000	G	2002
ALT.				To: From:		S 97- 610 S 97-610									
ALT (58) (23)	5.30	14000	G	90%	1%	3% 1%	6%	0%	F	0.077	F	0.555	14000	G	2002
(36) (23)	0.00			T	. , ,				•	0.0	•	0.000			
ALT				From:		N 97-610									
(58) (23)	0.86	16000	G	90%	1%	3% 1%	6%	0%	F	0.078	F	0.562	16000	G	2002
<del>\rightarrow</del>				To:		WCL NORTO	)N								
City of Norton				From:		WOLVEDON	NA T								
ALT	1.03	18000	G	90%	1%	WCL NORTO 3% 1%	6%	0%	F	0.08	F	0.568	18000	G	2002
[58] [23]	1.00	10000	J		1 /0		U /0	U /0		0.00		0.500	10000	J	2002
ALT				From:		11TH ST									
(58) (23)	1.49	18000	G	90%	1%	3% 1%	6%	0%	F	0.085	F	0.593	18000	G	2002
$\hookrightarrow$				To:		US 23									
ALT 58	4.00	40000	_	From:	00/	SR 283; Gap		00/	_	0.00	_	0.544	47000	0	0000
58	1.26	16000	G	94% To:	0%	2% 1%	3%	0%	F	0.08	F	0.541	17000	G	2002
				10.		Wise County L	ine								

No.   Country   Mad   Factor   Section   Sec						V	vise ivialitieriarice									
ALT	Route	Length	AADT	QA	4Tire	Bus				(.)(:		QK	Dir Factor	AAWDT	QW	Year
2.04 16000 N 94% 0% 2% 1% 3% 0% N 0.08 N 0.541 17000 N 20  ALT SSB					From:		ECL N. 4									
		2 04	16000	N		0%		3%	0%	N	0.08	N	0 541	17000	N	2002
1	(58)	2.04	10000	••	T	070		070			0.00	.,	0.041	17000	.,	2002
1.67   18000   G   94%   0%   2%   1%   3%   0%   F   0.089   F   0.588   19000   G   24   10000   N   94%   0%   2%   1%   3%   0%   N   0.089   N   0.588   19000   N   24   10000   N   94%   0%   2%   1%   3%   0%   N   0.089   N   0.588   19000   N   24   10000   N   24   100000   N   24   10000   N   24   100000   N   24   100000   N   24	ALT						97-762									
	(58)	2.30	15000	G	94%	0%	2% 1%	3%	0%	F	0.085	F	0.578	15000	G	2002
Section   Sect	ALT				To: From:		97-813		-							
Town of Cochurn   ALT	F89	1.67	18000	G	94%	0%	2% 1%	3%	0%	F	0.089	F	0.588	19000	G	2002
ALT	(30)									-		-			_	
Mail	Town of Coeburn															
SR 158																
ALT	(58)	0.94	18000	N	94%	0%	2% 1%	3%	0%	N	0.089	N	0.588	19000	N	2002
Section   Sect	ALT.				From:		SR 158									
W   SR   ISS   SR   TSS   SIME   TSS   SR   TSS   TS	~~~	0.13	16000	G	94%	0%	2% 1%	3%	0%	F	0.082	F	0.537	16000	G	2002
ALT	(30)				To:					-		-			_	
SR 27 South Intersection   SR 21 South Intersection   SR 21 South Intersection   SR 21 South Intersection   SR 158   S																
Since   Sinc	[58]	0.77	11000	G		0%			0%	F	0.092	F	0.654	11000	G	2002
Second   S	Al T															
SR 158   S		2.71	7900	G	94%	0%			0%	F	0.074	F	0.577	8200	G	2002
SR 158				-	_										_	
SR 158	Wise County	<u> </u>					<u></u>						<u></u>			
ALT (58)  2.27 8000 G 94% 0% 2% 1% 3% 0% F 0.074 F 0.534 8300 G 20  ALT (58)  1.34 10000 G 94% 0% 2% 1% 3% 0% F 0.085 F 0.503 11000 G 20  Town of Saint Paul  ALT (58)  0.30 10000 N 94% 0% 2% 1% 3% 0% N 0.085 N 0.503 11000 N 20  Town of Saint Paul  ALT (58)  0.48 8200 G 94% 0% 2% 1% 3% 0% F 0.076 F 0.558 8500 G 20  ***  ***  ***  ***  ***  ***  ***	ALT															
ALT	(58)	4.35	7500	G	94%	0%	2% 1%	3%	0%	F	0.074	F	0.595	7800	G	2002
Section   Sect	ALT.				To:		97-657		-							
ALT (58)  1.34 10000 G (594% 0% 2% 1% 3% 0% F (70)  WCL Saint Paul  Town of Saint Paul  Town of Saint Paul  SR 63  1.46 5300 G (95% 0% 2% 1% 3% 0% F (70)  WSC Saint Paul  SR 63  1.46 5300 G (95% 1% 2% 1% 2% 0% F (70)  NCL Saint Paul  SR 63  1.46 5300 G (95% 1% 2% 1% 2% 0% F (70)  NCL Saint Paul  SC S	~~~	2 27	8000	G	94%	0%	2% 1%	3%	0%	F	0.074	F	0 534	8300	G	2002
ALT   S8	(36)	,	0000	•	T	070		070		•	0.07 1	•	0.001	0000	Ŭ	2002
Town of Saint Paul	ALT				From:											
Town of Saint Paul	(58)	1.34	10000	G	_	0%			0%	F	0.085	F	0.503	11000	G	2002
Mile	~				To-		WCL Saint Pau									
SB   0.30   10000   N   94%   0%   2%   1%   3%   0%   N   0.085   N   0.503   11000   N   26     ALT					From:		WCI Caint Dan	ı	T							
ALT	~~~	0.30	10000	N	<u> </u>	0%			0%	N	0.085	N	0.503	11000	N	2002
ALT	(30)	0.00	10000	•••	T -	070		070			0.000	.,	0.000	11000	.,	2002
Russell County Line					From:		SR 63									
SCL Coeburn   Town of Coebur	(58)	0.48	8200	G		0%			0%	F	0.076	F	0.558	8500	G	2002
County   From	~						•	ne								
NCL Saint Paul   NCL Saint Paul												_				
No.   No.	(63)	1.46	5300	G		1%			0%	F	0.081	F	0.529	5400	G	2002
O.14   S300   N   95%   1%   2%   1%   2%   0%   N   0.081   N   0.529   5400   N   20					10.		NCL Saint Paul	l								
63  0.14 5300 N 95% 1% 2% 1% 2% 0% N 0.081 N 0.529 5400 N 20  To Russell County Line:  From: Lee County Line; 52-606  Bus US 23 S of Appalachia  From: Scott County Line  72  5.30 2300 G 95% 0% 2% 1% 1% 0% F 0.080 F 0.567 2400 G 20  To SCL Coeburn  72  0.35 2300 N 95% 0% 2% 1% 1% 0% N 0.080 N 0.567 2400 N 20  Town of Coeburn  72  0.19 3200 G 82% 0% 2% 2% 13% 0% F 0.091 F 0.522 3300 G 20	Wise County				From:		NCI Saint Paul		I							
Total   Russell County Line   From:   Lee County Line; 52-606	63	0 14	5300	N	<u> </u>	1%			0%	N	0.081	N	0.529	5400	N	2002
Column   C	03)	V. 1 7		••	_	. 70			- 70		5.501	. •	0.020	2.00		_50_
68 6.13 1600 G 95% 0% 3% 1% 1% 0% F 0.081 F 0.529 1700 G 20  To Bus US 23 S of Appalachia  From Scott County Line  Town of Coeburn  72 72 72 72 72 72 72 72 72 72 72 73 74 75 76 77 78 78 78 79 79 70 70 70 70 70 70 70 70 70 70 70 70 70					From:											
Town of Coeburn   Scott Coeburn   Scott Coeburn   From Scott Coeburn   Scott Coeburn   Scott Coeburn   From Scott Coeburn   Scott Coeburn   Scott Coeburn   Scott Coeburn   From Scott Coeburn   Sc	68	6.13	1600	G	95%	0%			0%	F	0.081	F	0.529	1700	G	2002
Town of Coeburn   SCL Coeburn   SCL Coeburn   Town of Coeburn   Solution					To:			lachia								
Town of Coeburn   From   SCL Coeburn   SCL Coeburn   SCL Coeburn   From   SCL Coeburn   SCL Coeburn   SCL Coeburn   SCL Coeburn   From   SCL Coeburn   SCL					From:		Scott County Lin	ie	Ī							
Town of Coeburn    Town of Coeburn	72)	5.30	2300	G	95%	0%			0%	F	0.080	F	0.567	2400	G	2002
To   SCL Coeburn   SCL Coebu					To-		SCL Coeburn									
72 0.35 2300 N 95% 0% 2% 1% 1% 0% N 0.080 N 0.567 2400 N 20  10 0.19 3200 G 82% 0% 2% 2% 13% 0% F 0.091 F 0.522 3300 G 20	Town of Coeburn								_							
72 0.19 <b>3200 G</b> 82% 0% 2% 2% 13% 0% F 0.091 F 0.522 3300 G 20														• • • • •		
72 0.19 <b>3200 G</b> 82% 0% 2% 2% 13% 0% F 0.091 F 0.522 3300 G 20	(72)	0.35	2300	N	95%	0%	2% 1%	1%	0%	N	0.080	Ν	0.567	2400	N	2002
0.19 <b>3200 G</b> 82% 0% 2% 2% 13% 0% F 0.091 F 0.522 3300 G 20					From:				]							
	(72)	0.19	3200	G		0%	2% 2%	13%	0%	F	0.091	F	0.522	3300	G	2002
SK 158	$\sim$				To		SR 158									
	72 (158)	0.65	6600	G		1%		0%	0%	F	0.088	F	0.611	6700	G	2002
To: SR 158 SR 158 BUS P																

					V	Vise Maintenance A	ea								
Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 1		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Coeburn				From:								. 25101			
72	1.36	3200	G	82%	0%	SR 158 SR 158 Bus P 2% 2% 1	3%	0%	F	0.069	F	0.535	3300	G	2002
72				To:	0,0	NCL Coeburn			•	0.000	•	0.000			
Wise County															
72	2.03	3200	N	From: 82%	0%	NCL Coeburn 2% 2% 1	3%	0%	N	0.069	N	0.535	3300	N	2002
72				To		97-649				0.000		0.000			
72	6.69	1100	G	82%	0%		3%	0%	F	0.070	F	0.544	1100	G	2002
				To:		Wise County Line									
City of Norton				From:		Park Ave		1							
74 Coeburn Ave	0.45	2400	G	94%	1%		%	0%	С	0.092	F	0.617	2400	G	2002
				To: From:		Kentucky Ave Coeburn Ave									
74 Kentucky Ave	1.32	1400	G	94%	1%		%	0%	F	0.103	F	0.592	1500	G	2002
				To: From:		12Th St									
(74) Kentucky Ave	0.39	1900	G	94 <u>%</u>	1%		%	0%	С	0.118	F	0.573	1900	G	2002
W. C.				To:		ECL Norton		<u> </u>							
Wise County				From:		ECL Norton									
(74)	0.26	2000	G	93%	1%		%	0%	F	0.114	F	0.504	2000	G	2002
				To:		US 58 ALT		ļ							
Town of Appalachia				From:		Bus US 23, ALT US 58									
(78)	1.39	2500	G	71%	1%		0%	1%	F	0.087	F	0.517	2600	G	2002
<u></u>				To:		WCL Appalachia									
Wise County				From:		WCL Appalachia									
(78)	0.37	2500	N	71%	1%	3% 4% 2	0%	1%	Ν	0.087	N	0.517	2600	N	2002
	0.00	4400		From:	40/	97-686 Near Andover	201	40/		0.000		0.044	1100		0000
78	2.09	1100	G	71% To:	1%	3% 4% 2 97-600 Near Stonega	0%	1%	F	0.082	F	0.611	1100	G	2002
Town of Pound						,,									
	0.00	5400	_	From:	40/	US 23 Bus Pound	.0/	00/	_	0.000	_	0.500	5400	_	0000
83	0.96	5400	G	91% To:	1%	1% 2% 5 ECL Pound	5%	0%	F	0.082	F	0.583	5400	G	2002
Wise County															
	0.04	5400		From:	40/	ECL Pound	.0/	00/		0.000		0.500	5400		0000
83	2.64	5400	N	91% To:	1%	1% 2% 5 Dickenson County Line		0%	N	0.082	N	0.583	5400	N	2002
Town of Coeburn						,									
	0.00	C000		From:	40/	ALT US 58	·0/	00/	_	0.070	_	0.750	0400		2002
158	0.22	6200	G	97% To:	1%	1% 0% 0 97-813	)%	0%	F	0.078	F	0.756	6400	G	2002
Wise County															
	0.00	4000		From:	1%	97-813 1% 2% 1	<b>10</b> /	2%	_	0.007	_	0.754	4200	-	2002
158 (813)	0.03	4200	G	85% To:	170	CL Coeburn	0%	2%	F	0.087	F	0.751	4300	G	2002
Town of Coeburn															
	0.10	4200	N.	From:	10/	CL Coeburn	<b>1</b> 0/	20/	N.I	0.007	N1	0.751	4200	NI.	2002
158 (813)	0.12	4200	N	85%	1%		0%	2%	N	0.087	N	0.751	4300	N	2002
(158) (813)	0.19	4300	G	From: 85%	1%	RT 690 1% 2% 1	0%	2%	С	0.085	F	0.789	4300	G	2002
130 (013)				To:		SR 72 W INT					-			-	
(158)	0.65	6600	G	97%	1%		1%	0%	F	0.088	F	0.611	6700	G	2002
$\overline{\underline{\hspace{1cm}}}$				To: From:		SR 72 E Int									
158	1.04	1100	G	97%	1%		)%	0%	F	0.092	F	0.526	1100	G	2002
				To:		ECL Coeburn									

					V	Vise Maintenance	Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Wise County				From:				1							
158	0.43	1100	N	97%	1%	ECL Coeburn 1% 0%	0%	0%	N	0.092	N	0.526	1100	N	2002
(158)	0.07	NA		From:		97-893				NA			NA		
				To-		ALT US 58									
Town of Coeburn				From:		ALT US 58									
158	0.33	6100	G	92%	0%	1% 0%	6%	0%	F	0.086	F	0.771	6200	G	2002
	Combined Traffic:	0	G	To:		SR 72				NA			0	G	
Wise County															
(160)	6.31	460	G	93%	0%	Kentucky State Li 3% 2%	ne 1%	0%	F	0.092	F	0.622	460	G	2002
160	0.01			Tn·	0,0	WCL Appalachi		070	•	0.002		0.022	100		
Town of Appalachia	a			From:		Wick + 1 1:									
(160)	1.71	460	N	93%	0%	WCL Appalachia	1%	0%	N	0.092	N	0.622	460	N	2002
100				To:		SR 68									
Town of Saint Paul				From:		US 58 Bus		ı							
(270)	0.26	5800	G	96%	1%	1% 1%	1%	0%	С	0.091	F	0.555	5900	G	2002
				To:		SR 63									
City of Norton				From:		US 23 Bus		1							
(283)	0.36	16000	G	97%	0%	1% 1%	0%	0%	F	0.085	F	0.508	16000	G	2002
				To:		US 58 ALT; US	23								
Wise County				From:		SR 72		I							
640	0.20	200	R							NA			NA		1997
				To:		Wise County Lin	e								
Town of Saint Paul				From:		Dead End									
640	0.58	360	R							NA			NA		1999
				To:		US 58 ALT									
751	0.05	NA		From:		Dead End				NA			NA		
(8)				To		0.05 MS Dead Er	ıd	1							
751	0.11	NA		F10111						NA			NA		
				To:		83-640									
760	0.28	730	R	Finni		83-811				NA			NA		10/04/200
				To:		83-884									
760	0.08	730	R	From:						NA			NA		10/04/200
				To:		83-1301									
761	0.06	70	R	From:		83-640				NA			NA		10/04/200
(781)				To:		Dead End									
				From:		83-760									
(811) 83	0.04	610	R							NA			NA		10/04/200
	0.03	610	R	From:		83-1301 SOUTE	I	-		NA			NA		10/04/200
811	0.03	J10	- 11	To:		83-1301 NORTH	ī			11/7			INA		757547200
811	0.05	740	R	From:		11 NOR 10c1-co				NA			NA		10/04/200
83				To:		US 58 ALT NOR	ТН								
	0.40	240	Б	From:		83-760				NIA			NIA		10/04/202
1301	0.18	210	R	To		0.18 ME 83-760	ı			NA			NA		10/04/200
				-		/ • •									

					,	Wise Maintenan	ice Area								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Ax			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Saint Paul				From:		0.18 ME 83-	760	1							
(1301) 83	0.38	340	R	<u>L</u>		0.18 WE 83-	700			NA			NA		10/04/2002
				To: From:		83-1302									
1301	0.02	530	R							NA			NA		10/04/200
	0.00	=		From:		Y INTERSECT	ΓΙΟΝ								10/01/000
1301	0.02	530	R	To:		83-811 SOU'	тн	1		NA			NA		10/04/200
				From:		83-1301 W L	EG								
1301	0.02	640	R							NA			NA		10/04/200
				To:		83-811 NOR	ГН								
	0.03	160	R	From:		83-1301				NA			NA		10/04/200
1302	0.03	100	IX	т		D : 1				INA			INA		10/04/200
4222	0.28	100	R	From:		Begin Loo	ρ			NA			NA		10/04/200
1302	0.20	100	1	To:		End Loop	,			INA			IVA		10/04/200
Wise County															
_				From:		Wise County l	Line								
(755)	0.90	180	R	To-		W. C. t.I.	Г. /			NA			NA		05/02/200
				From:		Wise County Lir	ie East								
(a)	2.11	620	G	52%	1%	SR 78 2% 2%	43%	0%	С	0.109	F	0.549	620	G	2002
600	2.11	020	J	Tn:	1 70	Dead End		070	O	0.103	•	0.545	020	J	2002
Town of Appalachia				•				•							
				From:		Dead End									
601)	1.01	210	R	To:		an =0				NA			NA		1997
				10.		SR 78									
Wise County				From:		97-616									
602)	3.30	400	R	<u> </u>		<i>y,</i> 010				NA			NA		1997
				To:		97-610									
				From:		US 23									
603)	6.78	1300	G	71%	1%			0%	С	0.114	F	0.691	1400	G	2002
				To:		Dead End									
	0.20	20	R	From:		Dead End				NA			NA		1997
604)	0.20	20	K	_				1		INA			INA		1991
	0.40	60	R	From:		0.20 ME Dead	End			NA			NA		1997
604)	0.40	60	ĸ	To:		97-612				INA			INA		1997
				From:		Lee County L	ine								
605	0.80	300	R	<u> </u>		nee county n				NA			NA		1997
				To:		US 58 ALT	Γ								
Town of Pound															
	0.25	220	ь.	From:		US 23 BUS	<u>S</u>			NIA			NIA		1007
606	0.25	330	R	To:		Dead End		1		NA			NA		1997
Wise County															
				From:		97-688									
607)	0.15	160	R							NA			NA		1997
				Tn-		97-706									
	0.70	110		From:		Dead End	-			NIA			NIA		1007
608)	0.70	140	R	To:		US 58 ALT	Γ			NA			NA		1997
				From:		97-668									
609	2.50	510	R	<u> </u>		7/-008				NA			NA		1997
				To:		97-613									
609	0.25	110	R	From:		97-013				NA			NA		1997
				To:		97-683									
		_										_		_	

					V	Vise Maintenand									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Vise County				From:		NCL BIG STONE	GAP	ī							
610	0.94	7200	G	99%	0%	1% 0%	0%	0%	F	0.082	F	0.507	7300	G	2002
610	1.42	2000	G	From: 99%	0%	97-683 1% 0%	0%	0%	F	0.088	F	0.594	2000	G	2002
610				To:		97-612 WEST									
610	1.84	820	G	99%	0%	1% 0%	0%	0%	С	0.102	F	0.58	840	G	2002
610	1.10	840	G	99%	0%	97-697 1% 0%	0%	0%	F	0.097	F	0.611	860	G	2002
	0.00	000		From:	00/	97-612 NORT		00/		0.005		0.005	000		0000
610	2.82	800	G	99% To:	0%	1% 0% US 23 SOUTI	0% H	0%	F	0.095	F	0.635	820	G	2002
$\widehat{}$				From:		US 23 MID; 97-									
610	0.59	870	R	To:		97-790 EAST	,			NA			NA		1997
				From:		97-790 EAST									
610	0.56	660	R							NA			NA		1997
				To: From:		US 23 BUS NOF	RTH	-							
610	0.27	130	R	•						NA			NA		1997
				To: From:		97-621 WEST	[								
610	0.21	860	G	94%	0%	1% 4%	1%	0%	F	0.096	F	0.580	870	G	2002
				To: From:		WCL NORTO									
610	0.39	740	G	94%	0%	1% 4%	1%	0%	С	0.1	F	0.521	750	G	2002
010		_		To:		97-621				-					
$\overline{}$	0.00	440		From:	00/	97-621 NORT		00/	_	0.000	_	0.500	450	_	0000
610	2.88	440	G	94%	0%	1% 4%	1%	0%	F	0.092	F	0.592	450	G	2002
	0.05	200		From:		97-623 WEST		-		NIA			NIA		4007
610	0.85	280	R	To:		Dead End				NA			NA		1997
				From:		Dead End		Ī							
611)	1.90	210	R			Dead End				NA			NA		1997
011)				To:		US 58 ALT									
				From:		Dead End									
612)	1.34	400	R							NA			NA		1997
<u> </u>				To: From:		97-616		-							
612)	0.20	1200	R	_						NA			NA		1997
				To: From:		97-613 WEST 97-613 EAST									
612	1.90	270	R			.,				NA			NA		1997
				To:		97-610 MID									
	2.70	570	R	From:		97-610 WEST	[			NA			NA		1997
612	2.70	370	IX	To:		97-610 EAST	,			INA			INA		1331
				From:		ECL BIG STONE									
613)	0.76	1500	G	97%	0%	1% 1%	1%	0%	F	0.086	F	0.514	1500	G	2002
				To:		97-858									
613)	0.49	3000	G	97%	0%	1% 1%	1%	0%	С	0.083	F	0.580	3000	G	2002
				To: From:		97-609		].							
613)	0.98	2100	G	97%	0%	1% 1%	1%	0%	F	0.084	F	0.556	2200	G	2002
				To: From:		97-612 WEST	Γ	].							
613	1.53	750	R	From:				•		NA			NA		1997
				To:		97-602									
$\widehat{}$				From:		US 23 SOUTI	I								
614)	1.63	530	R							NA			NA		1997
				To:		US 23 BUS M	D								

					V	Vise Maintenance	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Wise County				From:				i							
(614)	0.40	380	R	FIOII.		US 23 BUS NOR	IΉ			NA			NA		1997
014)				To		ECL BIG STONE	GAP								
$\bigcirc$				From:	201	US 23 BUS	201	20/			_		4000		
<b>615</b>	0.60	1800	G	98% To:	0%	1% 0% 97-613	0%	0%	С	0.084	F	0.584	1800	G	2002
				From:		Dead End									
616)	2.40	1100	R							NA			NA		1997
				To: From:		97-612		<u> </u>							
617)	0.09	30	R			97-609				NA			NA		1997
				To: From:		97-683									
617)	0.28	320	R	PIOIII.						NA			NA		1997
				To: From:	97-0	97-613 00897(R)/									
617	0.06	NA			.,	, (-1)				NA			NA		
				To:		97-00613(B)/									
<b>619</b>	1.20	110	R	From:		Dead End				NA			NA		1997
618)	1.20	. 10	11	To:		97-621				14/4			14/-3		1001
				From:		Scott County Lir	ne								
619	1.26	49	R							NA			NA		1997
	1.10	200	R	To: From:		1.26 MN OF CI	_			NA			NΙΔ		1007
619	1.19	200	ĸ	To:		SCL NORTON	ſ			NA			NA		1997
				From:		NCL NORTON									
620	2.31	1900	G	94%	0%	2% 1%	3%	0%	С	0.092	F	0.514	1900	G	2002
				From:	10/	97-738	201				_		4=00		
620	1.39	1700	G	93%	1%	3% 1%	2%	0%	С	0.096	F	0.52	1700	G	2002
620	1.29	1300	G	From: 93%	1%	97-623 3% 1%	2%	0%	F	0.093	F	0.686	1300	G	2002
(620)	1.20			To: From:	170	97-626				0.000		0.000	1000		2002
620	9.37	870	R	From:		77-020				NA			NA		1997
				To:		97-671									
	0.13	1600	R	From:		WCL NORTON	1			NA			NA		1997
621)	0.15	1000	1	To:		US 23 BUS				INA			INA		1991
621)	0.08	2400	G	From: 90%	0%	1% 4%	4%	0%	С	0.08	F	0.544	2400	G	2002
				To: From:		97-610 Gap Termi									
621)	4.17	810	R	FIOIII.		NCL NORTON	l			NA			NA		1997
021)				To:		97-610 NORTH	I								
$\bigcirc$			_	From:		US 23; 97-610									400=
622	0.88	210	R	To:		SCL NORTON	[			NA			NA		1997
				From:		97-621		<del></del> i							
623)	1.50	160	R							NA			NA		1997
				To: From:		97-610 EAST 97-610 WEST									
623	1.00	880	G	74%	2%	2% 17%	5%	0%	С	0.082	F	0.613	890	G	2002
$\overline{}$				To		97-620									
<u> </u>	1.16	680	R	From:		97-625			_	NA		_	NA	_	1997
624)	1.10	300		To:		WCL WISE				11/7			1 1/7		1001
				From:		97-620									
625	0.60	910	G	96%	1%	2% 0%	1%	0%	F	0.092	F	0.58	930	G	2002
				To:		97-624									

					V	vise Maintenant	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			-0C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Wise County				From:				1							
625)	1.90	730	G	96%	1%	97-624 2% 0%	1%	0%	С	0.098	F	0.667	740	G	2002
				Tn·		97-823									
$\bigcirc$			_	From:		97-620									400-
626	4.52	870	R	To:		97-823				NA			NA		1997
				From:		Dead End									
627)	0.02	180	R			Dead End				NA			NA		10/05/2000
				To:		0.02 MS Dead I	End	l							
627)	0.31	180	R	From:						NA			NA		10/05/2000
				To: From:		0.33 MS Dead I	End								
627)	0.22	200	R	110111						NA			NA		10/05/2000
				To: From:		97-707									
627)	0.60	820	R							NA			NA		1997
				To: From:		97-620 WEST 97-620 EAST									
(627)	0.20	320	R							NA			NA		1997
				To: From:		97-629		1							
(627)	1.10	160	R	r toin.						NA			NA		1997
				Tn·		Dead End									
Town of Saint Paul				From:		Russell County I	ino								
(628)	0.02	1000	R			Russell County I	AIIC			NA			NA		1997
				To:		SR 63 SOUTI	I								
Town of Castlewood						an callon									
(629)	0.20	940	R	From:		SR 63 NORT	1			NA			NA		1997
(628)	0.20	0.0		To:		NCL Castlewo	od								1007
Wise County															
	F 20	040		From:		NCL Castlewo	od			NIA			0	N	4007
628)	5.30	940	N	To:		Dickenson County	Line			NA			0	N	1997
				From:		Dead End									
(629)	1.00	170	R	<u> </u>		Doud Lind				NA			NA		1997
				To:		97-627									
Town of Pound				From:		WGI BOLDII									
(630)	0.53	460	R	110111		WCL POUNI	)			NA			NA		1997
030				To:		US 23 SOUT									
	0.20	640	R	From:		US 23 NORT	H			NΙΛ			NA		1997
(630)	0.20	040	K	To:		NCL Pound				NA			INA		1991
Wise County				•				•							
				From:		NCL Pound									
(630)	6.22	640	N	To:		Dickenson County	Lina			NA			0	N	1997
				From:		SR 83	LIIIC								
(631)	4.08	720	R	<u></u>		SK 63				NA			NA		1997
				To		Dickenson County	Line								
				From:		Dead End									
632	5.30	1300	R	To:		CD 92				NA			NA		1997
T 6D 1						SR 83									
Town of Pound				From:		97-693									
(633)	0.05	350	R	<u> </u>						NA			NA		1997
				To: From:		US 23 BUS									
(633)	0.57	1200	G	98%	0%	0% 1%	1%	0%	F	0.084	F	0.63	1200	G	2002
				To:		ECL POUNI	)								

					V	Vise Maintenance	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Wise County				From:		ECL BOLIND		1							
633)	0.59	1200	G	98%	0%	0% 1%	1%	0%	С	0.078	F	0.561	1200	G	2002
633)	2.34	850	G	98%	0%	97-632 0% 1%	1%	0%	F	0.094	F	0.671	870	G	2002
633	2.74	280	G	From: 98%	0%	97-797 0% 1% 97-634	1%	0%	F	0.099	F	0.643	280	G	2002
				From:		US 23									
634)	1.80	990	G	68%	1%	1% 2%	27%	0%	F	0.091	F	0.603	1000	G	2002
634)	3.00	660	G	68%	1%	97-635 1% 2%	27%	0%	С	0.096	F	0.585	670	G	2002
634)	0.70	400	G	From: 68%	1%	97-641 1% 2%	27%	0%	F	0.081	F	0.553	410	G	2002
634)	1.70	540	G	From: 68%	1%	97-633 1% 2%	27%	0%	F	0.101	F	0.556	550	G	2002
D' 1 C 1						Dickenson County	Line								
Dickenson County  634	0.30	540	N	From: 68%	1%	Wise County Lin 1% 2% SR 72	ne 27%	0%	N	0.101	N	0.556	550	N	2002
Wine Country				<u> </u>		SK /2		l							
Wise County  (635)	2.90	120	R	From:		97-636				NA			NA		1997
				To		97-634									
636)	0.81	2100	G	95%	0%	NCL WISE 1% 1%	3%	0%	С	0.090	F	0.649	2100	G	2002
	4.00			To: From:		97-645									400=
636)	1.82	670	R	To		Dead End; Gap Terr	minus			NA			NA		1997
				From:		97-643 Gap Termi									
636	2.30	450	G	95% Ta-	0%	1% 1% 97-634	3%	0%	F	0.094	F	0.528	460	G	2002
	0.93	300	R	From:		Dead End				NA			NA		1997
(637)	0.93	300	K	To:		97-632				INA			INA		1997
				From:		97-632									
(638)	1.49	120	R							NA			NA		1997
				To:		Dead End									
639	0.56	180	R	From:		97-640				NA			NA		1997
$\overline{}$	0.04	NA		From:		97-782				NIA			NIA		
639	0.04	NA		To:		Dead End				NA			NA		
				From:		ECL WISE									
640	1.50	5700	G	96%	0%	1% 1% 97-680 SOUTH	1%	0%	С	0.092	F	0.501	5800	G	2002
640	1.55	1400	G	93%	0%	1% 1%	4%	0%	С	0.085	F	0.588	1400	G	2002
640	5.91	210	R	From:		97-642				NA			NA		1997
		-		To		SR 72									
(641)	1.20	120	R	From:		97-642				NA			NA		1996
				To: From:		97-640 SOUTH									
(641)	1.00	170	R	To		97-640 S MID				NA			NA		1997
				To:		97-640 N MID									

					V	vise Maintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tr			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Wise County				From:		97-640 NORTI	Н	1							
641)	3.85	200	R	<u> </u>		<i>y</i> , 0 10 110 111				NA			NA		1997
				To		97-634									
$\bigcirc$	0.40	000		From:		Dead End				NIA			NIA		4007
642)	0.13	260	R							NA			NA		1997
	0.24	330	R	From:		97-641				NA			NA		1997
642)	0.24	330		To:		97-640				INA			INA		1557
				From:		97-644									
643)	3.83	250	R	. —			_			NA			NA		1997
				From:		97-640 NORTI 97-640 SOUTI									
643)	1.20	170	R							NA			NA		1997
				To: From:		97-645									
643)	1.40	340	G	75%	1%	2% 1%	22%	0%	С	0.097	F	0.543	340	G	2002
				To: From:		97-636									
644)	0.34	1500	G	94%	1%	97-646 1% 1%	3%	0%	С	0.09	F	0.696	1500	G	2002
	2.4.			To:		97-1145		<del></del> 1						-	
644)	2.11	560	G	94%	1%	1% 1%	3%	0%	F	0.105	F	0.552	560	G	2002
				To: From:		97-643									
644)	2.98	370	G	94%	1%	1% 1%	3%	0%	F	0.111	F	0.567	380	G	2002
				To: From:		97-640 NORTI 97-640 SOUTI									
644)	0.37	130	R			97-040 300 11	.1			NA			NA		1997
				To:		Dead End									
$\bigcirc$			_	From:		97-636			_		_			_	
645)	2.23	360	G	84% To:	1%	1% 1% 97-643	11%	3%	С	0.089	F	0.515	370	G	2002
				From:		ECL WISE									
646)	0.33	9600	G	97%	0%	1% 1%	1%	0%	F	0.086	F	0.546	9800	G	2002
				To- From:		SR 382 WEST									
646)	1.08	7200	G	97%	0%	1% 1%	1%	0%	С	0.085	F	0.549	7300	G	2002
				To: From:		97-706									
(646)	2.89	3100	G	94%	1%	2% 1%	3%	0%	С	0.088	F	0.596	3200	G	2002
<u> </u>				From:		97-648									
646)	1.76	2000	G	94% To:	1%	2% 1% WCL COEBUR	3%	0%	F	0.093	F	0.63	2000	G	2002
Town of Coeburn						W CL COEBUR	1								
				From:		WCL COEBUR									
(646)	0.72	2000	G	94%	1%	2% 1%	3%	0%	F	0.094	F	0.635	2000	G	2002
				To:		SR 72									
Wise County				From:		Dead End		1							
(647)	0.42	80	R					•		NA			NA		1997
				To:		97-640									
	1 20	60	Б	From:	-	97-646				NIA			NIA		1007
648)	1.30	60	R	To:		Dead End				NA			NA		1997
				From:		SR 72		<u>.</u> 							
649	1.29	1100	G	67%	1%	2% 4%	26%	0%	С	0.078	F	0.540	1100	G	2002
				To: From:		97-650									
649	2.68	430	G	67%	1%	2% 4%	26%	0%	F	0.088	F	0.597	430	G	2002
$\bigcup$				To:		Dickenson County	Line								

					V	Vise Maintenance	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Vise County															
650)	2.19	70	R	From:		97-649				NA			NA		1997
650	1.00	90	R	To: From:		2.19 MS 97-649	)			NA			NA		1997
650	0.73	120	R	To: From:		3.19 MS 97-649	)			NA			NA		1997
	0.25	210	R	To: From:		3.92 MS 97-649	)	<u> </u>		NA			NA		1997
650				To: From:		4.17 MS 97-649	)	-							
650	1.00	500	R	To: From:		97-652				NA			NA		1997
650	0.70	1600	R	To:		Dickenson County	Line			NA			NA		1997
651)	6.95	640	R	From:		US 58 ALT		j		NA			NA		1997
				To: From:		97-650 SR 72									
652	4.42	2600	G	89% To:	0%	2% 1% Dickenson County	8% Line	0%	С	0.078	F	0.635	2700	G	2002
653	1.00	790	R	From:		US 58 ALT				NA			NA		1997
033)				Tn·		Cul-de-Sac									
				From:		97-653									
354	2.81	280	R							NA			NA		1997
				To: From:		97-651 WEST									
654)	1.60	290	R	To:	Di	97-651 EAST ickenson County Line	: 25-650			NA			NA		1997
				From:		97-611	, 25 050								
655	2.95	810	R	To:		Dead End				NA			NA		1997
656)	0.12	40	R	From:		Dead End				NA			NA		1997
656	0.23	150	R	To: From:		97-737				NA			NA		1997
030)	0.20		• • • • • • • • • • • • • • • • • • • •	To:		97-654				1471			1.0.1		1001
657)	2.14	550	R	From:		Dead End				NA			NA		1997
				To:		US 58 ALT									
658)	1.04	1400	G	From: 98%	1%	97-813 1% 0%	0%	0%	F	0.101	F	0.574	1400	G	2002
658)	0.28	2600	G	From: 98%	1%	97-1118 1% 0%	0%	0%	F	0.093	F	0.557	2600	G	2002
				To:		WCL Coeburn									
Town of Coeburn				r											
658)	0.19	2900	G	98%	1%	WCL COEBUR 1% 0%	0%	0%	С	0.085	F	0.509	2900	G	2002
658)	0.55	1200	G	From: 98%	1%	97-1129 1% 0%	0%	0%	F	0.095	F	0.508	1200	G	2002
658	0.12	2000	R	From:		SR 72				NA			NA		1997
				To:		SCL Coeburn									
Wise County				From:		SCL Coeburn									
658)	2.21	2000	N	To:		97-661 EAST				NA			0	N	1997

					Wise Maintenance Area							
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	()(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Wise County				From:								
659	4.81	560	R	rioiii.	97-661 EAST		NA			NA		1997
(658)				To:	97-657							
_				From:	97-658							
659	0.65	80	R	_		i	NA			NA		1997
				To:	Dead End							
<u></u>	2.40	40	R	From:	Dead End		NA			NA		1997
660	2.40			To:	07.922		IVA			14/-4		1557
660	0.60	120	R	From:	97-832		NA			NA		1997
000)				To:	97-658 EAST							
	0.75	150	R	From:	97-658 WEST		NA			NA		1997
660)	0.75	150	K	To:	Dead End		INA			INA		1997
				From:	97-658 EAST							
661)	2.35	120	R	<u> </u>			NA			NA		1997
				To-	97-658 WEST							
$\bigcirc$				From:	Dead End							
662	0.66	40	R	To:	97-699	l	NA			NA		1997
				From:	97-699							
663	3.40	180	R	<u> </u>	97-099		NA			NA		1997
000)				To:	SR 72							
				From:	Scott County Line							
664)	2.02	100	R				NA			NA		10/17/200
<u> </u>				From:	2.02 MN Scott County Line							
(664) (664)	1.41	90	R			_	NA			NA		1997
				From:	97-1510							400-
664	0.37	210	R	To:	SR 72		NA			NA		1997
				From:	Dead End							
665)	0.04	30	R	<u> </u>	Dead End		NA			NA		10/05/200
				To:	Dickenson County Line							
				From:	97-631							
666	1.60	90	R	To:	07.730		NA			NA		1997
				10.	97-630							
Town of Pound				From:	US 23 SOUTH							
667)	0.07	260	R				NA			NA		1997
				To:	NCL Pound							
Wise County				From:	NCL Pound							
(667)	1.63	260	N	<u> </u>	NCE Found		NA			0	N	1997
<u></u>				To:	US 23 NORTH							
				From:	97-844 NORTH							
668)	1.60	350	R	T	07.044.001777	i	NA			NA		1997
				To:	97-844 SOUTH							
Town of Appalachia				From:	97-601							
669)	0.02	40	R		21. 222	•	NA			NA		1997
				To-	SR 78							
Wise County				r- I	27.512							
670	0.37	160	R	From:	97-643		NA			NA		1997
670)				To:	97-640	L				. 4/-3		

					V	Vise Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Wise County															
	1 26	550	c	From:	10/	Kentucky State I		00/	F	0.100	_	0.51	560	C	2002
<b>671</b> )	1.36	550	G	94%	1%	2% 2%	1%	0%	Г	0.189	F	0.51	560	G	2002
	0.55			From:	40/	97-707	40/			0.005		0.500	700		0000
671)	0.55	710	G	94%	1%	2% 2%	1%	0%	F	0.095	F	0.580	730	G	2002
				From:		97-672									
671)	1.16	780	G	94%	1%	2% 2%	1%	0%	F	0.093	F	0.503	790	G	2002
				To: From:		97-678		-							
671)	2.95	950	G	94%	1%	2% 2%	1%	0%	F	0.084	F	0.541	970	G	2002
				To: From:		97-620									
671)	1.68	1800	G	94%	1%	2% 2%	1%	0%	F	0.083	F	0.542	1900	G	2002
$\cup$				To: From:		97-679									
671)	2.17	2000	G	94%	1%	2% 2%	1%	0%	С	0.076	F	0.663	2000	G	2002
071)				Tai										-	
674	0.48	2300	G	From: 94%	1%	97-788 2% 2%	1%	0%	F	0.081	F	0.505	2400	G	2002
<b>671</b> )	0.40	2000	Ū	To:	170	WCL POUNI			•	0.001	•	0.000	2-100	J	2002
Town of Pound															
TOWN OF LOUNG				From:		WCL POUNI	)								
(671)	0.17	1600	G	94%	1%	2% 2%	1%	0%	F	0.080	F	0.527	1600	G	2002
				To:		US 23 BUS									
Wise County															
				From:		Dead End									
672)	1.00	140	R							NA			NA		1997
				To:		97-671									
$\bigcirc$				From:		97-634									
673	0.80	20	R							NA			NA		1997
				To:		Dead End									
$\bigcirc$	0.00		_	From:		Dead End									4007
674)	0.33	200	R	To:		US 23				NA			NA		1997
	0.00	000	_	From:		97-790				N1.0			NIA		4007
675	0.20	200	R	To:		07.610				NA			NA		1997
						97-610									
	4.00	450	_	From:		US 58 ALT				NIA			NIA		4007
676	1.20	150	R	To:		Dood End		1		NA			NA		1997
						Dead End									
	1.00	70	R	From:		Dead End				NIA			NA		1997
678)	1.00	70	ĸ	To:		97-671				NA			NA		1997
				From:											
	1.50	100	R	FIOIII.		Dead End				NA			NA		1997
679	1.50	100	ĸ	To:		97-671				INA			INA		1991
				From:											
	0.11	1400	R	1 Ioiii.		NCL WISE				NA			NA		1997
680	0.11	1400	11							INA			INA		1007
$\overline{}$	0.05	000		From:		97-1404				N10			NIA		4007
680	2.05	200	R	To:		07 (40 NORT				NA			NA		1997
				From:		97-640 NORT 97-640 SOUT									
680	0.60	430	R							NA			NA		1997
				To:		97-644									
			_	From:		SR 74; US 58 A	LT		_		_			_	_
681)	1.07	210	R			510 / 1, 00 30 A				NA			NA		1997
001)	,			To:		Dead End									
				From:		97-829		 [							
682	0.18	140	R	<u> </u>		21-023				NA			NA		1997
002	0.10			To		Dead End; Gap Ter	minus			1					. 501
						,									

					v	Vise Maintenand	e Alea								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Wise County				_											
	0.00	420	_	From:		Dead End; Gap Ter	minus			NΙΔ			NIA		1007
(682)	0.89	130	R	To-		97-644				NA			NA		1997
				From:		97-613		1							
683	0.68	1500	G	97%	1%	1% 1%	1%	0%	С	0.102	F	0.511	1500	G	2002
				То:		97-610									
				From:		Dead End									
684	0.45	170	R							NA			NA		1997
				To:		97-620									
(a)	1.00	270	R	From:		Dead End				NA			NA		1997
685)	1.00	210	IX.			27.012				INA			INA		1991
	1.69	800	G	From: 87%	0%	97-812 1% 3%	8%	0%	С	0.101	F	0.5	820	G	2002
685)	1.09	000	G	To:	0 70	SR 78	0 /0	0 70	C	0.101	•	0.5	020	O	2002
				From:		Dead End		ĺ							
686)	2.40	680	R	l		Dead Diff				NA			NA		1997
				To:		SR 78									
				From:		Dead End									
687	0.11	100	R							NA			NA		1997
				To:		SR 72									
687	0.40	240	R							NA			NA		1997
				To:		Dead End									
	0.50	400	_	From:		US 58 ALT WE	ST						<b>N</b> 1.0		4007
688	0.56	120	R	To:		97-706				NA			NA		1997
				From:		Dead End		1							
(689)	0.50	220	R			Dead End				NA			NA		1997
009				To:		US 23									
Town of Coeburn															
			_	From:		97-813									400-
690	0.03	400	R							NA			NA		1997
$\overline{}$				From:		US 58 ALT									
(690)	0.49	320	R	To:		97-646				NA			NA		1997
~ ~						97-040									
Wise County				From:		97-645		1							
(691)	0.70	290	R							NA			NA		1997
				To:		97-680									
$\bigcirc$				From:		Dead End									
692)	1.50	400	R	To:		TIC 22				NA			NA		1997
						US 23	POLY.								
(00)	0.19	110	R	From:		US 23 BUS SOU	TH			NA			NA		1997
693	0.13	110	11	To:		SCL POUND	1			11/7			11/7		1991
Town of Pound				•											
				From:		SCL POUND	).								
693)	1.26	120	R							NA			NA		1997
				To:		US 23 BUS NOR	RTH .								
Wise County				From:		Dood Est J									
694)	0.30	130	R			Dead End				NA			NA		1997
034)				To:		97-626									. 501
				From:		Dead End									
695)	0.50	230	R							NA			NA		1997
				To:		US 23									

						ise maintenant									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			(.)(.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Coeburn				From:		97-690 WEST	,	Ī							
696)	0.20	120	R							NA			NA		1997
				To-		97-690 EAST									
Vise County				From:		Dead End									
697)	0.41	370	R	т		25.010				NA			NA		1997
				From:		97-610 97-609									
698)	0.20	170	R			97-009				NA			NA		1997
				To-		97-613									
699)	6.03	780	R	From:		97-706				NA			NA		1997
099)				To:		97-1121									
$\overline{}$	0.55	400		From:		Dead End									400
700	0.55	490	R	To-		SCL Pound				NA			NA		1997
Town of Pound			_												
	0.16	490	N	From:		SCL Pound				NA			0	N	1997
700	0.10	100	.•	To		97-671				. 1/1					1007
Wise County				From:		07.600.07.64	<u> </u>								
702)	0.21	100	R			97-609; 97-842	2			NA			NA		1997
				То:		97-613									
$\overline{}$	0.05	-		From:		97-702				NIA			NIA		4007
703)	0.05	5	R	т		07.600				NA			NA		1997
703)	0.15	110	R	From:		97-609				NA			NA		1997
				To:		97-613									
$\overline{}$	0.04	220		From:		Dead End				NIA			NIA		4007
704)	0.91	220	R	To:		97-706 NORTI	I			NA			NA		1997
	0.70	F70		From:		97-706 SOUTI				NIA			NIA		4007
704)	0.70	570	R	To:		97-646				NA			NA		1997
_				From:		Dead End									
705)	0.58	40	R	To:		97-671				NA			NA		1997
				From:		Scott County Li	ne								
706	2.35	70	R							NA			NA		1997
				To: From:		97-699									
706	4.04	810	R							NA			NA		1997
(706)	0.08	1300	G	From: 98%	0%	US 58 BUS 1% 1%	0%	0%	F	0.099	F	0.642	1400	G	2002
706)	0.00	.000		To:		97-798			•	2.000	•	J.0 12			
706)	2.75	1600	G	98%	0%	1% 1%	0%	0%	С	0.097	F	0.556	1600	G	2002
$\smile$				To:		97-646									
707	1.80	300	R	From:		97-671				NA			NA		1997
707)	1.00	300	.,	To:		97-627				. 1/1			14/7		1007
$\overline{}$			_	From:		US 23									
708)	0.53	60	R	To:		Dead End				NA			NA		1997
				From:		97-658		I							
709	0.10	100	R	<u></u>						NA			NA		1997
				To-		97-1127									

					Wise Mainte								
Route	Length	AADT	QA	4Tire	BUS	Truck +Axle 1Trail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Wise County				From:	Dead	End							
(710)	0.14	50	R		Dead	Enq		NA			NA		1997
				To:	97-7	709							
Town of Pound				From:	97-6	506							
(711)	0.25	250	R					NA			NA		1997
W. C.				To:	Dead	End							
Wise County				From:	97-6	558							
(712)	0.25	250	R	To:	Dead	End		NA			NA		1997
Town of Pound					Dead	Liid							
	0.04	COO		From:	97-734;	97-735		NIA			NIA		1007
(713)	0.24	600	R	To:	US 23	BUS		NA			NA		1997
Wise County													
(714)	0.30	40	R	From:	97-6	571		NA			NA		1996
(714)	0.00			To:	Dead	End		147 (			14/1		1000
Town of Pound													
(715)	0.25	230	R	From:	Dead	End		NA			NA		1997
				To:	SR	83							
Wise County				From:	97-1121 1	NORTH							
(716)	0.40	100	R	<u> </u>	97-11211	NORTH		NA			NA		1997
				To:	97-1121 \$								
(717)	0.52	150	R	From:	97-6	510		NA			NA		1997
(11)	0.02			To:	Dead	End							
Town of Coeburn				From:	07.4	650							
(718)	0.34	130	R		97-6	558		NA			NA		1997
<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>				To-	Dead	End							
	0.20	150	R	From:	Dead	End		NA			NA		1997
(719)	0.20	150	K	To:	SR	72		INA			INA		1997
Wise County													
(720)	0.35	80	R	From:	97-6	599		NA			NA		1997
(720)				To:	Dead	End							
Town of Pound				From:	US 23	DIIC							
(721)	0.75	160	R		US 23	BUS		NA			NA		1997
				To:	Dead	End							
Wise County				From:	Dead	End							
722	1.79	80	R	<u>.                                    </u>	Dema	- And		NA			NA	1	11/01/2000
				To: From:	1.79 MN I	Dead End							
(722)	0.81	110	R	To:	97-6	616		NA			NA		1997
				From:	97-6								
723	2.00	410	R	<u> </u>				NA			NA		1997
$\overline{}$				To:	Dead								
(724)	0.55	120	R	From:	Dead	End		NA			NA		1997
(124)	0.00		• • • • • • • • • • • • • • • • • • • •	To:	97-7	738					. 4/ 1		.007

					Wise Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	CC	(.)K	Dir Factor	AAWDT QW	/ Year
Wise County				From:	US 58 ALT EAST	1				
(725)	0.80	60	R			NA			NA	1997
				To:	US 58 ALT WEST	1				
700	0.48	170	R	From:	Dead End	] NA			NA	1997
726	0.40	170	K	To:	97-692	]			INA	1991
				From:	97-644					
(727)	0.75	420	R			NA			NA	1997
				To:	Dead End					
<del></del>	0.55	120	R	From:	97-729 WEST	] NA			NA	1997
728	0.55	120	IX.	To:	Dead End	]			IVA	1991
				From:	SR 78					
(729)	0.05	590	R			NA			NA	1997
				To:	97-728 EAST					
	0.20	50	В	From:	97-654				NIA	1007
730	0.28	50	R	To:	Dead End	NA 1			NA	1997
Town of Pound					Denn Emi					
				From:	97-713					
(731)	0.03	60	R	To:	Dead End	NA 1			NA	1997
				From:	97-713	1				
732	0.03	90	R		97-713	NA			NA	1997
(102)				To:	Dead End	1				
				From:	97-713					
733	0.05	40	R	To:	DJrJ	NA 1			NA	1997
				From:	Dead End	1				
(734)	0.06	120	R		97-713; 97-735	NA			NA	1997
(734)				To:	97-769					
				From:	97-713; 97-734					
(735)	0.16	90	R	To:	27.70	NA			NA	1997
				10.	97-769					
Wise County				From:	Dead End					
(736)	0.03	30	R			NA			NA	10/25/2000
<u> </u>				To: From:	97-743 WEST	<del></del>				
736	0.46	210	R			NA			NA	1997
				To: From:	97-653					
(737)	0.14	60	R	From:	97-656	J NA			NA	1997
(131)	<b></b>			To	Dead End	1				
				From:	97-620					
738	0.86	440	R			NA			NA	1997
				To: From:	97-808	]				
738	0.40	70	R	To:	P 12 1	NA 1			NA	1997
				From:	Dead End	<u> </u>				
739	0.30	70	R		97-605	J NA			NA	1997
(,39)				To:	Dead End	1				
				From:	Dead End					<u>-</u>
740	0.41	200	R			NA			NA	1997
				To:	97-632					
	0.20	120	D	From:	97-757	) N1A			NA	1997
741)	0.20	120	R	To:	Dead End	NA ]			INA	1997
						•				

					Wise Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	CC	(.)K	Dir Factor	AAWDT	QW	Year
Wise County				From:							
(742)	0.90	180	R	rioiii.	Dead End	l N	Α		NA		1997
(142)				To	US 23 BUS						
$\bigcirc$				From:	97-736 EAST						
743	0.02	120	R			. N	A		NA		1997
	0.08	40	R	From:	97-736 WEST	N	Δ		NA	1	0/25/200
743)	0.00	70		To:	Dead End	10			IVA	'	0/23/200
				From:	Dead End						
744)	0.35	500	R	т	27.621	N	A		NA		1997
				To: From:	97-621 SR 68						
745)	0.36	290	R		SK 08	l N	A		NA		1997
(1-0)				To	SR 68						
				From:	97-745						
747)	0.16	110	R	To:	Dood End	N I	A		NA		1997
				From:	Dead End 97-633						
(748)	0.52	140	R		97-033	N N	Α		NA		1997
				To:	Dead End						
Town of Pound				r		1					
(749)	0.36	910	R	From:	Dead End	l N	Α		NA		1997
(749)				To:	US 23 BUS						
Wise County											
	0.73	580	R	From:	NCL BIG STONE GAP	l N	٨		NA		1997
(750)	0.73	300	IX.	To	Dead End		^		INA		1331
				From:	SR 68						
(751)	0.10	70	R			N	A		NA		1997
				To:	Dead End						
(752)	0.78	110	R	From:	Dead End	l N	Δ		NA		1997
(752)	0.10			To:	97-671		, ,		107		1007
				From:	97-644						
753	0.25	80	R			N	A		NA		1997
				To:	Dead End						
Town of Coeburn				From:	97-690						
(754)	0.09	130	R			N	A		NA		1997
				To:	97-696						
Wise County				From:	Dead End						
(755)	0.30	50	R	_		N	Α		NA		1997
				To:	97-672						
Town of Coeburn				From:	97-1129						
(756)	0.10	200	R		71 1147	l N	A		NA		1997
				To:	Dead End						
Wise County				From:	110 00 110 00 D110						
(757)	1.09	3800	G	97%	US 23; US 23 BUS 0% 2% 1% 1% 0%	C 0.0	86 F	0.582	3900	G	2002
(3)				To:	US 23 BUS			2.502			
_				From:	97-757						
(758)	0.52	380	R	Tar	P 12 1	N	A		NA		1997
				To:	Dead End						

					Wise Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	( ) K	Dir Factor	AAWDT QW	Year
Wise County				From:	07.626					
(759)	0.23	210	R	r rom.	97-636	N.A			NA	1997
(739)	0.20			To	Dead End		•			
				From:	97-757 NORTH					
760	0.12	70	R			N.A			NA	1997
				To:	97-757 SOUTH					
				From:	US 58 ALT					
761	0.31	380	R	To:	Dead End	N.A			NA	1997
				From:						
762)	0.44	480	R	r tom.	Dead End	N.A			NA	1997
762	0.44	400		To:	US 58 ALT				100	1001
				From:	SR 68					
763	0.31	220	R		SK 00	N.A			NA	1997
,700				To:	97-764					
				From:	Dead End					
764)	0.06	60	R			N/			NA	1997
				To:	97-763					
$\widehat{}$				From:	SR 68					
765)	0.30	170	R			N.A			NA	1997
				To:	Dead End					
	0.40		_	From:	Dead End					400-
766	0.13	60	R	To:	97-765	NA I			NA	1997
				From:						
	0.55	160	R	From.	Dead End	N.A			NA	1997
767)	0.55	100	1	To:	US 23				INA	1557
Town of Pound					2.2					
_				From:	Dead End					
768	0.12	400	R			N/			NA	1997
				To: From:	SR 83					
768	0.55	840	R			N.A			NA	1997
				To-	NCL POUND					
Wise County										
	0.72	E40	R	From:	NCL POUND	NI A			NIA	1007
768	0.73	510	K	To:	Dead End	N.A			NA	1997
r en i					Dedd End					
Town of Pound				From:	97-734					
769	0.09	90	R			N/			NA	1997
				To:	97-735					
Wise County				r 1						
	0.20	20	R	From:	Dead End	N.A			NA	1997
770	0.20	20	ĸ	To:	97-790	INF			INA	1997
				From:	97-620					
771)	0.52	50	R		77-020	N.A			NA	1997
				To:	Dead End					
<u> </u>				From:	97-671					
772	0.32	20	R			N.A			NA	1997
				To:	Dead End					
				From:	Dead End					
773)	0.36	40	R			N/			NA	1997
$\bigcirc$				To:	97-671					
				From:	97-621					
774)	0.17	60	R			N/			NA	1997
				To-	Dead End					

					Wise Maintenance Area				
Route	Length .	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir Factor	AAWDT QW	Year
Vise County				From:	Dead End				
775)	0.31	150	R			NA		NA	1997
				To:	97-655				
$\overline{}$	0.07	400	_	From:	97-687	NIA.	,	NIA	4007
776	0.37	190	R	To:	Dead End	NA I		NA	1997
				From:	Dead End				
777	0.09	60	R		Dead End	NA		NA	10/17/200
				To:	97-776				
				From:	Dead End				
778)	0.18	20	R	_		NA		NA	1997
				To:	97-761				
	0.20	co	В	From:	Dead End	NIA.		NIA	1007
779	0.30	60	R	To:	97-633	NA		NA	1997
				From:	Dead End				
780	0.70	80	R	<u> </u>	Dead End	NA		NA	1997
760)				To:	97-646				
				From:	US 23				
781)	1.68	180	R			NA		NA	1997
				To:	97-614				
$\bigcirc$				From:	97-639				
782	1.00	140	R	To:	Dood End	NA		NA	1997
				From:	Dead End				
700	0.46	46	R		97-771	NA NA		NA	1997
783)	0.40			To:	Dead End			10.0	1007
				From:	US 58 ALT; 97-854				
784)	0.60	100	R		00001121, 97 001	NA		NA	1997
				To:	Dead End				
				From:	97-610				
785	0.81	190	R	_		NA		NA	1997
				To:	Dead End				
$\bigcirc$	0.41	70	R	From:	97-634	NA NA		NA	1997
786	0.41	70	ĸ	To:	Dead End	I NA		NA	1997
				From:	Dead End				
787)	0.36	70	R		Dead End	NA		NA	1997
				To:	97-692				
				From:	Dead End				
788	0.35	60	R			NA		NA	1997
				To:	97-671				
$\bigcirc$			_	From:	Dead End				400-
789)	0.51	500	К	To:	SD 72	NA I		NA	1997
790)	0.91	240	R		US 23 BUS	I NA		NA	1997
				To:	07 610 EAST				
790	0.27	850	R	From:	7/-010 EAS1	NA		NA NA	1997
1307				To	07.770	 L			
790	0.35	880	R	From:	9/-//0	NA		NA NA	1997
130)				To:	WCL NORTON				
				From:	Dead End				
791)	0.33	110	R	_		NA		NA	1997
				To:	97-644				
789) 790) 790) 790)	0.51 0.91 0.27 0.35	500 240 850 880	R R R	From: To: From: To: From: To: From: From: From: From:	Dead End  SR 72  US 23 BUS  97-610 EAST  97-770  WCL NORTON  Dead End	NA NA NA		NA NA NA NA	

					Wise Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	QC Peak I Hour Q	K Dir AAWDT QW Factor	Year
Wise County				From:	Dead End	<del>                                     </del>		
792	0.32	60	R		Dead Lind	NA NA	NA	1997
(102)				To:	97-639			
				From:	97-621	]		
793	0.78	120	R			NA	NA	1997
				To:	Dead End			
Town of Pound				From:	Dead End	1		
794)	0.10	30	R		Dead End	NA	NA	1997
199				To:	97-711			
Vise County								
	0.04	70	_	From:	US 23	]	NIA	4007
795)	0.24	70	R	To:	Dead End	NA 1	NA	1997
				From:		1		
706)	0.05	20	R		Dead End	NA	NA	1997
796)	0.00		•••	To:	SR 72	1		
				From:	97-633			
797)	0.57	210	R	-		NA	NA	1997
				To:	Dead End			
				From:	97-706	]		
798)	0.06	580	R	To:	110 fo 11 m	NA T	NA	1997
					US 58 ALT	<u> </u>		
	0.15	00	R	From:	97-620	_ NA	NA	1997
799	0.15	90	ĸ	To:	Dead End	NA 1	INA	1997
				From:	97-761			
800	0.36	90	R		97-701	NA NA	NA	1997
000)				To:	Dead End	1		
				From:	97-646			
801)	0.40	480	R			NA	NA	1997
				To:	Dead End			
$\sim$				From:	97-640			
802	0.32	150	R	To:	D 1F 1	NA 1	NA	1997
					Dead End	<u> </u>		
	0.28	110	R	From:	SR 68	) NA	NA	1997
804)	0.28	110	K	To:	END LOOP	]	IVA	1991
Cown of Pound					21.13 2001	<b>.</b>		
- Own of Found				From:	SR 83			
805)	0.10	50	R			NA NA	NA	1997
				To:	Dead End			
Vise County				From:	D1F-1	T		
906	0.28	120	R		Dead End	NA NA	NA	1997
806)	5.25		••	To:	US 23	1		
				From:	Dead End			
807)	0.59	120	R			NA	NA	1997
				To:	97-641	]		
				From:	97-738	]		-
808)	0.30	48	R			NA T	NA	1997
				To:	Dead End	1		
$\overline{}$	0.05	400	_	From:	ECL BIG STONE GAP	]	A.I.A.	400-
809	0.05	120	R	To:	97-614	NA 1	NA	1997
				From:		1		
910	0.31	60	R	eront.	SR 68	J NA	NA	1997
810	0.51	00	11	To:	Dead End	1	1 W/A	1331
						4		

					V	vise Main	itenance	Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			$-\alpha c$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Wise County				From:		De	ad End									
(811)	0.13	140	R								NA			NA		1997
				To-			7-610									
	0.20	60	R	From:		9′	7-685				NA			NA		11/08/2000
812	0.20	60	K	To:		De	ad End				INA			INA		11/00/2000
				From:			58 ALT									
813)	2.92	970	G	85%	1%	1%	2%	10%	2%	F	0.108	F	0.581	980	G	2002
				To: From:		WCL C	OEBURN	V								
813)	0.03	4200	G	85%	1%	1%	2%	10%	2%	F	0.087	F	0.751	4300	G	2002
				To:		WCL	Coeburn									
Town of Coeburn				From:		WCI	C 1		1							
(012)	0.12	4200	N	85%	1%	1%	Coeburn 2%	10%	2%	N	0.087	N	0.751	4300	N	2002
813)	0.12	4200		7	170			10 70	270	1	0.007	.,	0.701	4000	.,	2002
(943)	0.19	4300	G	85%	1%	1%	7-690 <b>2%</b>	10%	2%	С	0.085	F	0.789	4300	G	2002
813	0.15	4000	Ü	To:	1 /0		ALT; SR 7		270		0.000	•	0.700	4300	O	2002
Wise County																
				From:		9'	7-637									
(814)	0.13	20	R	_							NA			NA		10/10/2000
				To-			ad End									
	0.00	00	_	From:		De	ad End				NIA			NIA		40/40/2000
815	0.20	80	R	To:		Q	7-758				NA			NA		10/19/2000
				From:			7-632		1							
816)	0.09	50	R			9	7-032				NA			NA		1997
(810)				To		De	ad End									
				From:		9'	7-632									
817)	80.0	49	R								NA			NA		1997
				To:		De	ad End									
				From:		De	ad End									
818)	0.44	100	R	To:			7.660				NA			NA		10/17/2000
							7-660									
(m)	0.16	60	R	From:		De	ad End				NA			NA		11/08/2000
819	0.10	00	K	To:		WCL	NORTON				INA			INA		11/00/2000
				From:			7-738		1							
(820)	0.12	100	R				7 750				NA			NA		10/19/2000
020				To:		De	ad End									
				From:		De	ad End									
821)	0.10	30	R								NA			NA		10/19/2000
				To:		9'	7-620		ļ							
$\bigcirc$				From:		Scott C	ounty Line	e								
822	1.30	47	R	To:		0'	7-699				NA			NA		11/08/2000
				From:												
823)	0.28	2000	G	96%	1%	2%	SOUTH 1%	1%	0%	С	0.096	F	0.505	2000	G	2002
023)	0.20		J	To.	170			1 /0		ı	0.000	•	0.000	_500	J	2002
(022)	0.66	1100	R	From:		9	7-625				NA			NA		10/05/2000
823	0.00	. 100	11	т —			7.626				11/7			INA		10/00/2000
(000)	2.76	520	R	From:		9'	7-626				NA			NA		10/05/2000
823	2.10	320	Λ.	To:		US 23	NORTH		1		INA			INA		10/03/2000
				From:			ad End		1							
824)	0.38	100	R			DÇ	/114				NA			NA		10/10/2000
				То:		9'	7-633									

					Wise Maintenance Area												
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year			
Wise County				From:		97-626											
825	0.53	90	R						NA			NA		10/19/2000			
				To: From:		Dead End											
826	0.17	50	R			Dead End			NA			NA		10/10/200			
				To: From:		97-859											
826	0.13	120	R						NA			NA		10/10/200			
				To:		97-637											
827	0.09	NA		From:		US 23			NA			NA					
621)	0.00			To:		Dead End											
<u> </u>				From:		97-646											
828	0.07	20	R	To:		Dood End			NA			NA		10/19/200			
				From:		Dead End 97-646 WEST	<u> </u>										
829	0.24	150	R			9/-040 WEST			NA			NA		10/19/200			
				To:		97-646 EAST											
$\bigcirc$	0.00		_	From:		Dead End		<u></u>		NIA		10/10/200					
830	0.20	70	R	To:		97-646			NA			NA		10/19/200			
				From:		Dead End											
831)	0.13	110	R						NA			NA		10/05/200			
				To:		97-726											
	0.35	60	R	From:		Dead End			NA			NA		10/17/200			
832	0.55	00	IX.	To:		97-660			INA			INA		10/11/200			
		130 F	130		From:		97-625										
833	0.19			130	R	. —					NA			NA		10/19/2000	
					To:		97-625										
834)	0.38	110	R	FIOR		97-671			NA			NA		10/05/2000			
034)				To:		Dead End											
$\widehat{}$							From:		NCL NORTON								
835)	0.10	47	R	To:		Dead End	1	NA		NA		11/08/2000					
				From:		Dead End	<u> </u>										
(836)	0.36	50	R			Deut Elle			NA			NA		10/05/200			
				To:		97-631											
$\bigcirc$	0.40	400	_	From:		US 23			NIA			NIA		44/00/000			
837	0.10	130	R	To:		Dead End			NA			NA		11/06/2000			
				From:		97-609											
838)	0.09	80	R						NA			NA		11/06/2000			
				To:		Dead End											
	0.67	200	R	From:		US 58 ALT			NIA			NΙΔ		10/25/2000			
839	0.67	280	ĸ	To:		Dead End			NA			NA		10/25/2000			
				From:		97-632											
840	0.58	1100	1100	1100	00 R				NA		NA		10/05/200				
				To:		SCL POUND											
Town of Pound				From:		SCL POUND	ı										
(840)	0.75	2500	R	<u></u>					NA			NA		10/05/2000			
				To:		SR 83											

					Wise Maintenance Area					
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai	$\cap$ C	QK Dir Facto	AAWDT QV	V Year	
Wise County				From:		· · ·				
(841)	0.44	370	R	FIOII.	Dead End	J NA		NA	1993	
(041)	-			To	97-636	]				
			_	From:	Dead End	]				
842	0.03	230	R	To:	97-609; 97-702	NA 1		NA	11/01/2000	
				From:	Dead End	<u> </u>				
843)	0.25	70	R			NA		NA	10/17/2000	
				To:	97-661					
	1 62	680	R	From:	US 23	] NA		NIA	11/09/2000	
844)	1.63	000	ĸ			NA T		NA	11/08/2000	
(944)	0.40	2200	R	From:	97-668 NORTH	NA		NA	11/08/2000	
844)	0.10			To:	US 23; US 23 BUS	1			11/00/2000	
				From:	Dead End	]				
(845)	0.20	10	R		***	NA		NA	11/06/2000	
				To: From:	US 23	1				
846)	0.30	100	R	From:	Dead End	NA		NA	11/06/2000	
040	0.00			To:	US 23	1				
				From:	Dead End					
847)	0.04	10	R			NA		NA	10/06/2000	
				To: From:	97-844	<u> </u>				
848)	0.05	10	R	r toni.	Dead End	J NA		NA	10/06/2000	
				To-	97-844					
(849) C				From:	97-636					
	0.26	50	R	To:	D. IF. I	NA 1		NA	1993	
					Dead End	<u> </u>				
Town of Pound					From:	SR 83				
(850)	0.08	50	R	_		NA		NA	10/05/2000	
				To:	NCL Pound	<u>l</u>				
Wise County				From:	NCL Pound					
850	0.18	50	R			NA		NA	10/05/2000	
				To:	97-631					
	0.08	4	R	From:	SR 83 WEST	NA		NA	10/05/2000	
851)	0.06	4	K	To:	SR 83 EAST	]		INA	10/05/2000	
				From:	97-632					
852	0.40	130	R			NA		NA	10/05/2000	
				To:	Dead End					
	0.25	NIA		From:	SR 83	]		NIA		
853)	0.25	NA		To:	Dead End	NA ]		NA		
				From:	Dead End	<u> </u>				
854)	0.08	120	R	_		NA		NA	10/07/2000	
				To:	97-784; US 58 ALT	<u> </u>				
<u></u>	0.40	40	Б	From:	Dead End	NIA			11/00/2022	
855	0.12	40	R	To:	97-762	NA 1		NA	11/08/2000	
				From:	Dead End	<u> </u>				
856	0.12	60	R	_		NA		NA	10/05/2000	
				To:	SR 83	1				

					Wise Maintenance Area														
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	OC.	(.)K	Dir Factor	AAWDT	QW	Year								
Wise County				From:	US 58 ALT WEST														
(857)	0.11	60	R		US 36 ALT WEST	NA			NA		10/17/200								
				To: From:	US 58 ALT MID US 58 ALT EAST														
(857)	0.08	60	R			NA			NA		10/17/200								
				To:	97-857														
(858)	0.12	70	R	From:	97-613	l NA			NA		1993								
(656)	0.12			To:	Dead End						1000								
$\bigcirc$				From:	97-826														
(859)	0.07	48	R	To:	Dead End	NA I			NA		10/10/200								
				From:	97-778														
(860)	0.05	20	R			NA			NA		10/25/200								
				To:	Dead End														
(861)	0.80	100	R	From:	97-634	l NA			NA		1993								
(801)				To:	Dead End														
Town of Pound				From:	07.040														
(862)	0.20	50	R	rioin.	97-840	l NA			NA		10/05/200								
				To:	Dead End														
Wise County				From:	Dead End	T													
(863)	0.33	290	R		Dead End	NA NA			NA		10/05/200								
				To	SCL Pound														
Town of Pound				From:	SCL Pound														
863)	0.12	290	290	290	290	R			NA			NA		10/05/200					
						To:	97-693												
Wise County				From:	Dead End														
(864)	0.32	60	60	60	60	60	60	60	60	60	R			NA			NA		10/05/200
				To:	97-863 WCL POUND														
(865)	0.43	2900	R	From:	NCL NORTON	NA			NA		10/19/200								
0009		2000		To:	FR-938					10/13/200									
$\bigcirc$	0.00	000	_	From:	US 23	NIA.			<b>N</b> IA		40/00/000								
866	0.30	300	R	To:	Dead End	NA I			NA		10/06/200								
				From:	Lee County Line														
867)	0.18	130	R	To:	***	NA			NA		10/06/200								
T. CD.				***	US 23														
Town of Pound				From:	Dead End														
868	0.10	9	R	To:	97-630	NA I			NA		10/05/200								
Wise County				1	97-030														
_				From:	Dead End														
870	0.09	100	R	To:	97-745	NA I			NA		1993								
				From:	SR 83														
(871)	0.08	50	R			NA			NA		10/05/200								
				To:	Dead End														
(872)	0.09	30	R	From:	97-704	NA		NA		10/19/2000									
012)	0.00			To	Dead End				. 17.1		. 5, 15,200								

					Wise Maintenance Area											
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	$\cap$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year				
Wise County				From:	_											
(873)	0.02	NA		rioin.	SR-00158(B)/		NA			NA						
				To:	Dead End/											
	0.04	NA		From:	SR-00158(B)/		NA			NA						
(874)	0.04	IVA		To:	Dead End/		INA			INA						
				From:	97-706											
875)	0.16	100	R	To:	Dead End		NA			NA		11/08/2000				
				From:	97-603 SOUTH											
(876)	0.29	70	R				NA			NA		11/06/2000				
				To:	97-603 NORTH											
Town of Coeburn				From:	SR-00072(B)/APPLE STREET(U)/											
(877)	0.07	NA				NA	NA			NA						
				To:	Dead End/											
(878)	0.04	NA		From:	97-00658(U)/97-00877(B)/Gap Terminus/		NA			NA						
676)	0.04	IVA		To:	Dead End/		1471			147.						
Wise County																
(970)	0.13	20	R	From:	Dead End		NA			NA		11/01/2000				
879	0.10	20		To:	97-613		1471			147.		11/01/2000				
				From:	97-617											
880	0.05	140	R	To:	Dead End		NA			NA		11/01/2000				
				10.	Dead End											
Town of Coeburn		NA	NA			From:	PRIVATE DRIVE(R)/									
(881)	0.08				To	97-00756(L)/		NA			NA					
Wise County					97-00/30(L)/											
				From:	Dead End											
(882)	0.10	40	R	To:	97-863		NA		10/05/2000							
				From:	Dead End											
(883)	0.14	50	50	50	50	50	50	50	50	R	<u> </u>	NA		NA		10/05/2000
				To:	97-671											
Town of Coeburn				From:	SR-00072(B)/DUNGANNON RD											
(884)	0.43	NA			SK 00072(B)/BONG/RNNON RD		NA			NA						
				To:	SR-00158(B)/DUNGANNON ROAD											
Wise County				From:	97-612											
(885)	0.30	90	R	_	,, voz		NA			NA		11/01/2000				
				To:	Dead End											
	0.07		В	From:	97-759		NA			NA		10/19/2000				
886	0.07	46	R	To:	Dead End		INA		INA		10/19/2000					
				From:	97-702											
887	0.04	40	R				NA			NA		11/01/2000				
				To:	97-609											
000	0.22	150	R	From:	97-616		NA			NA		11/01/2000				
888	V.EE			To:	97-889					INA		11/01/2000				
				From:	97-888	<u>.</u> ]										
889	0.08	40	R	To:	Dood F J		NA			NA		11/01/2000				
				10.	Dead End											

					wise Maintenance Area										
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year			
Wise County				From:	Dead End										
890	0.51	170	R				NA			NA		11/08/2000			
				To:	97-706										
	0.14	130	R	From:	97-634; 97-641		NA			NA		10/10/2000			
892	0.14	130	K	To:	Dead End			INA		10/10/2000					
				From:	SR-00158(U)/CONN TO A1US 58(R)/										
893	1.12	NA				1	NA			NA					
				To: From:	A1US-00058(B)/										
894)	0.16	NA		FIOIII.	Cul-de-Sac		NA			NA					
094)				To:	C4US 23										
				From:	END LOOP										
895)	0.77	260	R	To:	97-706	1	NA			NA		10/19/2000			
				From:											
896)	0.05	10	R		97-671		NA			NA		10/05/2000			
(030)				To:	Dead End										
$\widehat{}$				From:	Dead End/										
897	0.06	NA		To:	97-00617(B)/		NA			NA					
				From:	97-00617(B)/										
898)	0.07	NA			97-00010(B)/		NA			NA					
(030)				To:	Dead End/										
900 0.2				From:	SR 74										
	0.25	70	R	To:	Deal Fol	ĺ	NA			NA		11/08/2000			
				From:	Dead End  Dead End										
901)	1.27	1100	R		Dead End		NA			NA		11/06/2000			
(001)				To:	US 23 BUS										
				From:	97-644										
903	0.14	50	R	To:	Deal Fol	ĺ	NA			NA		10/10/2000			
				From:	Dead End  Dead End										
(905)	0.35	30	30	30	30	30	30	R		Dead End	NA		NA		10/10/2000
000									To:	97-807					
					From:	Dead End									
910	0.28	160	R	To:	97-610	İ	NA			NA		11/08/2000			
				From:	97-717										
(911)	0.14	20	R		91-/1/		NA			NA		11/08/2000			
				To:	0.28 MN 97-790										
				From:	Dead End										
916	0.10	30	R	To:	97-716		NA			NA		10/23/2000			
				From:	US 23 APPROXIMATE LOCATION										
920	1.08	NA			US 23 AFFROAIMATE LOCATION		NA			NA					
				To: JB-	97-329 Dead End WISE CORPORATE LIMITS										
				From:	97-610										
1000	0.62	2600	R	To:	Dead End		NA			NA		11/01/2000			
				From:	97-610										
(1001)	0.17	210	R	<u> </u>	7/*010	!	NA			NA		11/01/2000			
				To:	Dead End										
		.=-	_	From:	97-1007										
(1002)	0.33	150	R	To:	97-1005		NA			NA		11/01/2000			
				1	97-1003										

Devite	1	AADT	<u> </u>	AT:	Bus 20.44 2.404 4.Trail 2.Trail	Peak	Dir	A A \ A \ D T	
Route	Length	AADT	QA	4 I Ire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Hour	QK Factor	AAWDT QV	V Year
Wise County				From:	97-1008				
(1003)	0.44	80	R			NA 1		NA	11/01/2000
				To:	Dead End	1			
(1004)	0.32	200	R	rioiii.	97-1002	NA		NA	11/01/2000
(1004)	0.02			To:	97-1006	1			
(1004)	0.03	60	R	From:	97-1000	NA		NA	11/01/2000
				To:	Dead End				
				From:	97-1008				
1005	0.13	150	R	To	07 (10 NOPTH	NA 1		NA	11/01/2000
				From:	97-610 NORTH 97-610; 97-1009 S				
1005	0.26	330	R	_		NA		NA	11/01/2000
				To:	97-1011				
	0.42	470	_	From:	ECL BIG STONE GAP	]		NIA	11/01/0000
(1006)	0.43	170	R	To:	97-1005	NA 1		NA	11/01/2000
				From:	97-1008				
1007	0.38	520	R		77-1006	NA		NA	11/01/2000
				To:	97-1006	]			
				From:	97-1007	]			
1008	0.40	600	R	т	07.610	NA		NA	11/01/2000
				To:	97-610				
(1009)	0.21	180	R	From:	97-1003	J NA		NA	11/01/2000
0.21	100		To:	97-610	1		IVA	11/01/2000	
				From:	97-1003				
(1010)	0.22	140	R			NA		NA	11/01/2000
				To:	97-1005				
$\bigcirc$				From:	Dead End	]			4.4.0.4.00.00
1011	0.04	30	R	To:	97-1005	NA 1		NA	11/01/2000
				From:	Dead End				
(1012)	0.25	240	R		Dead End	NA NA		NA	11/01/2000
				To:	97-610				
				From:	ECL BIG STONE GAP				
(1013)	0.48	150	R			NA 1		NA	11/01/2000
				To: From:	Dead End				
(1014)	0.06	30	R	rioiii.	97-1003	NA		NA	11/01/2000
(1014)	0.00	•	• • •	To:	Dead End	]		101	1110112000
				From:	Dead End				
1015	0.14	60	R			NA		NA	11/01/2000
				To: From:	97-1016	]			
1015	0.12	120	R			NA		NA	11/01/2000
				To:	97-610				
	0.17	QA.	B	From:	97-1015	, NIA		NA	11/01/2000
1016	0.17	80	R	To	Dead End	NA 1		INA	11/01/2000
				From:	Dead End				
(1017)	0.18	60	R	<u> </u>	Send Lind	NA		NA	11/01/2000
				To:	97-610				
				From:	97-1020				
(1018)	0.08	90	R	т	ODENIGED I ANT	NA 1		NA	11/01/2000
	<u>.                                    </u>			To:	SPENCER LANE	L			

					Wise Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	(.)(.)	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Wise County				From:	97-1020	1						
1019	0.08	40	R	_	77 1020	-	NA			NA		11/01/2000
				To:	SPENCER LANE							
	0.03	20	R	From:	97-1018	ļ	NA			NA		11/01/200
1020	0.03	20	ĸ			1	INA			NA		11/01/200
1020	0.07	40	R	From:	97-1019		NA			NA		11/01/200
1020)				To:	Dead End							
				From:	97-01012(B)/							
1021)	0.07	NA			0.11.0	1	NA			NA		
				To: From:	Cul-de-Sac/							
1022)	0.06	46	R	rioiii.	97-1007	ļ	NA			NA		11/01/200
1022)	0.00			To:	Dead End							11/01/200
				From:	NCL BIG STONE GAP							
1025	0.07	50	R	_		1	NA			NA		11/01/200
				To:	Dead End	l 1						
(100)	0.04	20	R	From:	NCL BIG STONE GAP	ļ	NA			NA		11/01/2000
1026	0.04	20		To:	Dead End	1	INA			INA		11/01/2000
				From:	NCL BIG STONE GAP							
1027)	0.03	60	R			-	NA			NA		11/01/200
				To:	Dead End							
	0.59	450		From:	97-610	ļ	NIA			NIA		11/01/200
1030	0.58	150	R	To:	Cul-de-Sac	1	NA			NA		11/01/200
Fown of Coeburn					2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2							
				From:	SR 72							
(1101)	0.45	790	R				NA			NA		10/25/2000
	0.04	4000	_	From:	97-1105 WEST		NIA			NIA		40/05/000
(1101)	0.04	4800	R			1	NA			NA		10/25/200
	0.05	850	R	From:	97-1103; 97-1105		NA			NA		10/25/2000
(1101)	0.00	000		To	US 58 ALT	1	147 (			147.		10/20/2000
				From:	US 58 ALT							
1102	0.15	740	R	_			NA			NA		10/28/2000
				To:	SR 72							
	0.10	900	R	From:	97-1101 SOUTH	ļ	NA			NA		10/25/2000
(1103)	0.10	300	IX.	Tar	07.1104	1	INA			INA		10/23/2000
(1103)	0.10	870	R	From:	97-1104	ļ	NA			NA		10/25/2000
(1103)				To:	97-1106	<u> </u>						
(1103)	0.51	790	R	From:	97-1100	J	NA			NA		10/25/2000
				To:	97-1101 NORTH							
				From:	97-1101							
(1104)	0.19	120	R			_	NA			NA		10/25/2000
	2.22			To: From:	97-1109	<del>                                     </del>	N1 A			N.1.0		40/05/0000
(1104)	0.09	30	R			•	NA			NA		10/25/2000
$\overline{}$	0.40			From:	97-1106	<u> </u>	NI A			NIA		10/2E/2020
(1104)	0.12	80	R	To:	Dead End	1	NA			NA		10/25/2000
				From:	US 58 ALT	: 						
1105	0.07	4400	R	<u> </u>			NA			NA		10/25/2000
(1105)	0.07				97-1101 WEST	_	14/7			INA		10/25/2000

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra		()K	AAWDT Q	W Year
Town of Coeburn				From:	97-1101 EAST	1			
1105	0.15	2100	R	<u> </u>	)/ HVI LAGI	NA		NA	10/25/2000
	0.20	COO		To: From:	97-1106			NIA	40/05/0000
1105	0.30	690	R	To	Dead End	NA T		NA	10/25/2000
				From:	97-1103				
(1106)	0.38	460	R			NA		NA	10/25/2000
	0.10	1300	R	To: From:	97-1107	NA NA		NA	10/25/2000
(1106)	0.10	1300		To:	US 58 ALT			IVA	10/25/2000
$\overline{}$				From:	97-1106	J			
1107	0.35	460	R	To:	NCL COEBURN	NA T		NA	10/25/2000
Wise County									
	0.27	270	R	From:	NCL COEBURN	NIA		NA	10/25/2000
1107	0.21	270	К	To:	Dead End	NA T		INA	10/25/2000
Town of Coeburn									
(1108)	0.07	550	R	From:	US 58 ALT	_ NA		NA	10/23/2000
(1100)				To:	97-1105	1			
$\bigcirc$	2.27	=00	_	From:	US 58 ALT			<b></b>	40/05/0000
(1109)	0.07	720	R			NA		NA	10/25/2000
(1109)	0.07	70	R	From:	97-1105	NA		NA	10/25/2000
				To:	97-1104	7			
(1109)	0.09	8	R			NA NA		NA	10/25/2000
				To: From:	Dead End	1			
(1110)	0.07	180	R		US 58 ALT	NA NA		NA	10/23/2000
				To:	97-1105				
	0.11	60	R	From:	SR 72	_ NA		NA	10/23/2000
1111	0.11			To:	Dead End			IVA	10/23/2000
Wise County						1			
(1112)	0.20	140	R	From:	0.08 MW 97-1125	∟ NA		NA	10/23/2000
				To:	0.12 ME 97-1125	1			
$\bigcap$	0.07	70	R	From:	Dead End	NA NA		NA	10/23/2000
1113	0.07	70	K	To:	97-1125			INA	10/23/2000
				From:	97-658				
1114	0.19	120	R	To:	97-712	NA		NA	10/23/2000
				From:	97-658	1			
(1115)	0.36	110	R	_		NA		NA	10/17/2000
				To:	Dead End				
Town of Coeburn				From:	97-690				
1116	0.13	390	R			NA		NA	1993
_	0.40	200	_	From:	97-1128	]———		NIA	40/00/0000
1116	0.10	620	R	To:	SR 72	NA		NA	10/23/2000
Wise County									
	0.10	100	R	From:	Dead End	NA NA		NA	10/23/2000
(1117)	0.10	100	ĸ	To:	97-1119 Gap Terminus			INA	10/23/2000

					Wise Mairiteriance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Wise County				From:	97-658 Gap Terminus							
1117)	0.29	60	R			<b>-</b>	NA			NA		10/23/200
				To:	97-658 EAST							
	0.12	170	R	From:	97-1119		NA			NA		10/23/200
1118	0.12	170	K	т	07.1101	7	INA			INA		10/23/200
(1110)	0.05	1600	R	From:	97-1121	]	NA			NA		10/23/200
1118				To:	97-658	]						
				From:	97-1118	]						
1119	0.06	140	R	_		_	NA			NA		10/23/200
	0.00	40	_	To: From:	97-1117	]	N1A			NIA.		40/00/000
1119	0.06	40	R	To:	Dead End	7	NA			NA		10/23/200
				From:	97-1122							
1120	0.05	20	R	<u> </u>	)  -1122	4	NA			NA		10/23/200
				To:	97-699	1						
(1120)	0.08	40	R	From:		_	NA			NA		10/23/200
				To: From:	97-716 SOUTH	}						
(1120)	0.06	20	R			7	NA			NA		10/23/200
				To:	97-716 NORTH							
	0.05	80	R	From:	97-1122	_	NA			NA		10/23/200
1121)	0.03	00		To:	07.600	٦	14/7			14/3		10/23/200
(1121)	0.21	1400	R	From:	97-699	]	NA			NA		10/23/200
(1121)				To:	97-1118	]						
_				From:	97-1120							
(1122)	0.03	30	R			<b>-</b> 1	NA			NA		10/23/200
				To:	97-1121							
	0.35	40	R	From:	97-720		NA			NA		10/23/200
1123	0.55	70		To:	Dead End	1	14/7			14/3		10/23/200
				From:	NCL COEBURN	Ì						
(1124)	0.35	240	R	_		=	NA			NA		10/25/200
				To:	Dead End							
	0.12	210	R	From:	97-1113		NA			NA		10/23/200
(1125)	0.12	210	K	To:	97-1112	1	INA			INA		10/23/200
				From:	97-1124							
1126	0.11	60	R			_	NA			NA		10/25/200
				To:	Dead End							
$\bigcirc$				From:	Dead End							101001000
(1127)	0.07	10	R	To:	97-709	7	NA			NA		10/23/2000
Town of Coeburn					71-107	<u>I</u>						
				From:	97-813							
1128	0.10	550	R				NA			NA		10/23/200
				To: From:	97-1116	]						
(1128)	0.15	160	R	To:	CD 72	7	NA			NA		10/23/2000
NY: C 1					SR 72	1						
Wise County				From:	Dead End							
(1129)	0.27	480	R			-	NA			NA		10/23/200
				To:	SCL Coeburn							

				T	De	eak				
Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	()(:	(.)k	Dir Factor	AAWDT	QW	Year
			From:							
0.23	480	R	<u> </u>	SCL Cocoun	N	Α		NA		10/23/2000
			To: From:	97-658						
0.32	3300	R	To:	97-813	N	Α		NA		10/23/2000
			ı							
0.16	100	R	From:	Dead End	N	Δ		NΑ		10/23/200
0.10	100		To:	97-658		, ,		147 (		10/20/2000
			From:	D1 F1						
0.07	770	R		Dead End	N	Α		NA		10/23/200
			To:	SR 72						
0.27	130	R	From:	Dead End	N	Δ		NΑ		10/23/200
0.21			To	97-690		., \		1473		10/20/2000
			From:	US 58 ALT						40,000,000
0.07	80	R	To:	Dead End	N	Α		NA		10/23/2000
			•							
0.22	70	R	From:	Dead End	N	Δ		ΝΔ		10/23/2000
0.22			To	97-699				14/4		10/20/2000
			From:	CD 72						
0.11	180	R		SR /2	N	Α		NA		10/23/2000
			To:	NCL Coeburn						
			From:	NCL Coeburn						
0.33	180	R			N	Α		NA		10/23/2000
			10:	Dead End						
			From:	Dead End						
0.10	80	R	To:	97-690	N	Α		NA		10/23/2000
			From:							
0.07	30	R			N	Α		NA		1993
			From:	0.07 MN Dead End						4000
0.07	60	ĸ	To:	US 58 ALT	N	А		NA		1993
0 15	50	R	From:	Dead End	N	Α		NA		10/17/2000
			To:	SR 72						
			From:	97-1146						404404000
0.25	350	R	To:	97-644	N	Α		NA		10/19/2000
			From:	97-1145						
0.14	180	R			N	Α		NA		10/19/2000
0.04	20	В	From:	97-1147	N.	Λ.		NIA		10/10/2004
0.04	20		To:	97-1149	N			INA		10/19/2000
			From:	97-1148						
0.08	120	R	_		N	Α		NA		10/19/2000
U U8	30		To: From:	97-1146	N.	Δ		NIA		10/19/2000
0.00	30	ĸ	To	Dead End	ı N	^		INA		10/19/2000
	0.23 0.32 0.16 0.07 0.27 0.07 0.22 0.11 0.33 0.10 0.07 0.07 0.15 0.25 0.14 0.04	0.23 480 0.32 3300 0.16 100 0.07 770 0.27 130 0.07 80 0.11 180 0.11 180 0.10 80 0.07 30 0.07 60 0.15 50 0.25 350 0.14 180 0.04 20 0.08 120	0.23 480 R 0.32 3300 R  0.16 100 R  0.07 770 R  0.27 130 R  0.07 80 R  0.22 70 R  0.11 180 R  0.11 180 R  0.11 50 R  0.10 80 R  0.10 80 R  0.10 80 R  0.11 80 R	0.23 480 R  0.32 3300 R  To  0.16 100 R  To  0.07 770 R  0.07 770 R  0.07 80 R  To  0.11 180 R  0.33 180 R  To  0.10 80 R  To  0.11 180 R  To  0.11		O.23   480   R	Dead End   Dead End	SCL Cocbum	Dead End   Dead End	SCL Codour

					Wise Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	$\cap$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Vise County				From:	97-1147	1						
1148	0.05	110	R		77 1117		NA			NA		10/19/2000
				To:	97-1149							
440	0.06	48	R	From:	Dead End	j	NA			NA		10/19/2000
1149	0.00			To:	97-1148	1	1471			107		10/10/2000
1149	0.05	50	R	From:	7/-1140	j	NA			NA		10/19/2000
				To:	97-1146							
Town of Saint Paul				From:	SR 63; SR 270	1						
1201)	0.14	1600	R		,.	_	NA			NA		10/30/200
_				From:	97-1209	]						
1201	0.07	960	R	To:	97-1210	1	NA			NA		10/30/200
				From:	97-1210							
1202	0.07	260	R	<u> </u>	77-1203	1	NA			NA		10/25/200
				To: From:	97-1206	<del> </del>						
(1202)	0.45	1300	R				NA			NA		10/25/2000
	0.00			From:	97-1214	]	NIA			NIA.		40/05/000/
(1202)	0.32	570	R	To:	97-1222	1	NA			NA		10/25/2000
				From:	97-1205							
(1203)	0.14	1000	R	-			NA			NA		10/30/2000
				To: From:	SR 63	]						
1203	0.07	350	R			-	NA			NA		10/30/2000
	0.02	20	R	From:	97-1208	<u> </u>	NA			NA		10/30/2000
(1203)	0.02	20		To:	Dead End	]	INA			INA		10/30/2000
				From:	97-1206							
1204)	0.14	130	R				NA			NA		10/30/200
	0.04	40		From:	97-1208	<u> </u>	NIA			NIA		40/20/2000
1204	0.04	40	R	To:	Dead End	1	NA			NA		10/30/2000
				From:	97-1202							
1205	0.07	2000	R			_	NA			NA		10/25/2000
				To: From:	SR 270	]						40/00/000
(1205)	0.07	1000	R	_		7	NA			NA		10/30/2000
(1205)	0.02	90	R	From:	97-1203		NA			NA		10/30/2000
(1205)	0.02			To:	Dead End	]	1471			107		10/00/2000
				From:	97-1202							
(1206)	0.16	1300	R				NA			NA		10/25/2000
	0.08	120	R	From:	97-1203	]	NA			NA		10/30/2000
1206	0.06	130	K	To:	97-1204	1	INA			INA		10/30/2000
_				From:	Dead End							
(1208)	0.23	390	R			_	NA			NA		10/30/2000
				To: From:	97-1204	}						
1208	0.02	9	R	To:	Dead End	1	NA			NA		10/30/2000
				From:	Dead End  Dead End	<u> </u>						
(1209)	0.03	370	R		Dead Elid	1	NA			NA		10/30/2000
				To:	97-1201							

					Wise Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Saint Paul				From:	97-1201	i						
1209	0.02	270	R		97-1201	1	NA			NA		10/30/2000
				To-	Dead End							
$\bigcirc$			_	From:	97-1201							
1210	0.06	80	R	To:	Dead End	1	NA			NA		10/30/2000
				From:	SR 270	<u> </u>						
(1211)	0.13	170	R	<u> </u>	SR 270	1	NA			NA		1993
				To:	OLD US 58 ALT							
$\bigcirc$				From:	OLD US 58 ALT							
1212	0.05	1100	R	To:	Dead End	1	NA			NA		10/30/2000
				From:								
1213	0.16	110	R		Dead End	1	NA			NA		10/25/2000
(1213)				To:	97-1202							
_				From:	97-1202							
1214	0.13	530	R				NA			NA		10/30/2000
				To: From:	97-1217	}						
1214	0.18	130	R				NA			NA		10/30/2000
				To: From:	97-1223	}——						
1214	0.50	340	R	To:	GD (2	1	NA			NA		10/30/2000
				From:	SR 63	1						
(1215)	0.03	NA			97-1213	j	NA			NA		
(1213)	0.00			To:	Dead End	]						
				From:	Dead End							
(1216)	0.05	10	R	_		-	NA			NA		1993
				To:	OLD US 58 ALT							
	0.24	280	R	From:	97-1214	j	NA			NA		10/30/2000
1217)	0.24	200	K	To:	NCL SAINT PAUL	1	INA			INA		10/30/2000
				From:	97-1214							
(1218)	0.25	100	R		27.553	4	NA			NA		10/30/2000
				To:	97-1217							
$\bigcirc$			_	From:	97-1218							
1219	0.07	60	R	To:	97-1217	1	NA			NA		10/30/2000
				From:	97-1217							
1220	0.15	70	R		7/-1214	J	NA			NA		10/30/2000
(1229)				To:	97-1223							
				From:	97-1218							
(1221)	0.03	47	R			7	NA			NA		10/30/2000
				To:	Dead End							
	0.30	60	R	From:	97-1202	j	NA			NA		10/30/2000
1222	0.50	00	IX	To:	97-1220	1	INA			INA		10/30/2000
				From:	97-1214							
(1223)	0.16	120	R	_		_	NA			NA		10/30/2000
				To:	97-1222							
$\bigcirc$		4455	_	From:	US 58 ALT							10/05/225
(1224)	0.31	1100	R	To:	SR 63	1	NA			NA		10/25/2000
				From:	Dead End	<u> </u>						
(1225)	0.28	1200	R	<u> </u>	Deau Eliu	j	NA			NA		10/30/2000
				To:	97-1212	1						
·	· · · · · · · · · · · · · · · · · · ·		_	· <u>-</u>	·		_	· <u>-</u>			_	·

					Wise Maillenance Area								
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail		()(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Saint Paul				From:	Cul-de-Sac	1							
(1226)	0.15	NA			Cur-dc-Suc			NA			NA		
				Tn·	97-1214								
Wise County				From:	97-839								
(1230)	0.20	90	R					NA			NA		10/25/2000
				To:	Dead End				-				
Town of Appalachia				From:	97-601								
(1301)	0.05	140	R	To:	07.1000			NA			NA		11/06/200
				From:	97-1302								
(1302)	0.15	170	R		97-1303			NA			NA		11/06/200
				To:	97-1301								
$\bigcirc$	0.00	000	_	From:	97-601			NIA			NIA		44/00/000
(1303)	0.06	230	R	To:	97-1302	1		NA			NA		11/06/200
				From:	US 23								
1304	0.08	500	R					NA			NA		11/06/2000
				To: From:	97-1305								
1304	0.07	270	R	To:	97-1333	1		NA			NA		11/06/2000
				From:	Dead End	1							
(1305)	0.40	250	R		Doud Esta			NA			NA		11/06/2000
				To:	97-1304								
(1306)	0.15	190	R	From:	US 23			NA			NA		11/06/200
(1306)	0.10	100		To:	Dead End			147 (			147.		11/00/2000
				From:	US 23 BUS								
1307	0.36	460	R	To:	Dead End			NA			NA		11/06/200
				From:	SR 78								
(1308)	0.07	1700	R		Sic 76			NA			NA		11/06/200
				To:	Dead End								
(1309)	0.13	500	R	From:	97-1310			NA			NA		11/06/2000
(1309)	0.10	300	- 1	To:	97-1312			14/-			IVA		11/00/2000
(1309)	0.07	1000	R	From:	97-1312			NA			NA		11/06/2000
				To:	97-1308								
$\bigcirc$	0.31	1000	R	From:	97-1319			NA			NA		11/06/2000
1310	0.31	1000	K	To:	07.1215			INA			INA		11/00/2000
(1310)	0.05	230	R	From:	97-1315			NA			NA		11/06/2000
				To:	97-1313								
$\bigcirc$			_	From:	97-1309								4.4.00.400.0
(1311)	0.05	90	R					NA			NA		11/06/2000
(1311)	0.05	90	R	From:	97-1315			NA			NA		11/06/2000
(1311)	0.00		•••	To:	97-1313			, .					
_				From:	97-1309								
(1312)	0.05	360	R	To:	07 1215			NA			NA		11/06/2000
				From:		<u> </u>							
(1313)	0.17	110	R	<u> </u>	91-1311			NA			NA		11/06/2000
				To:	97-1311								
(1312)			R R	To: From:	97-1315 97-1317						NA NA		

					Wise Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(;	(.)K	Dir Factor	AAWDT	QW	Year
Town of Appalachia				From:	Dead End						
(1314)	0.22	60	R		Bedd End	NA NA			NA		11/06/200
				To:	97-1313						
$\bigcirc$				From:	97-1316						
1315	0.26	350	R	To:	97-1312	NA I			NA		11/06/200
				From:	Dead End						
(1316)	0.11	200	R	<u> </u>	Dead End	I NA			NA		11/06/200
				To:	97-1315						
$\bigcirc$				From:	97-1315						
1317	0.10	80	R	To:	97-1313	NA I			NA		11/06/200
				From:							
1319	0.05	60	R	110	Dead End	l NA			NA		11/06/200
(1319)				To:	97-1321						
(1319)	0.25	1500	R	From:	7/-1321	ı NA			NA		11/06/200
				To:	97-1310						
(1319)	0.16	980	R	From:	2	NA			NA		11/06/2000
				To: From:	97-1328						
(1319)	0.04	550	R	rioiii.		NA			NA		11/06/2000
				To:	SR 78						
$\bigcirc$	0.00	040	_	From:	Dead End	NIA			NIA		44/00/000
1320	0.02	310	R	To	US 23	NA I			NA		11/06/200
				From:	US 23 BUS						
(1321)	0.15	1700	R		CS 23 BCS	NA			NA		11/06/200
				To:	97-1319						
				From:	97-1319						
(1322)	0.29	840	R	To:	D 15.1	NA I			NA		11/06/2000
				From:	Dead End						
(1323)	0.05	90	R	r tonii.	97-1319	l NA			NA		11/06/2000
(1323)				To:	97-1326						
				From:	97-1325						
(1324)	0.10	110	R	_		NA			NA		11/06/2000
				To:	97-1326						
	0.09	140	R	From:	Dead End	l NA			NA		11/06/2000
(1325)	0.00	140	1	To:	97-1324				IVA		11/00/2000
				From:	0.08 MW 97-1327						
1326	0.54	190	R			NA			NA		11/06/2000
				To:	Dead End						
$\bigcirc$	0.04	70		From:	97-1326	NIA.			NIA		44/00/0000
(1327)	0.04	70	R	To:	Dead End	NA I			NA		11/06/2000
				From:	97-1319						
(1328)	0.02	540	R	<u> </u>	71 1517	I NA			NA		11/06/2000
$\overline{}$				To:	US 23						
				From:	US 23						
1329	0.10	640	R	To:	07 1220	NA I			NA		11/06/2000
-				From:	97-1330						
(1330)	0.04	600	R		97-601	l NA			NA		11/06/2000
(1330)				To:	07 1220						
(1330)	0.29	50	R	From:	97-1329	NA			NA		11/06/2000
(23)	-			To	US 23						

					Wise Mairiteriance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2T	 QC	Peak Hour	QK Dir Factor	AAWDT	QW	Year
Town of Appalachia				From:	US 23 BUS						
(1332)	0.15	440	R		00 20 200		NA		NA		11/06/2000
				To:	97-1333						
	0.06	60	R	From:	97-1304		NA		NA		11/06/2000
1333	0.00	00	IX.	To:	97-1332	$\neg$	NA.		INA		11/00/2000
_				From:	Dead End						
1334	0.09	60	R	To:	97-1304	_	NA		NA		11/06/2000
Wise County				<u> </u>	97-1304						
	0.04	470	_	From:	97-1402		NIA		NIA		44/40/2000
(1400)	0.04	170	R			_	NA		NA		11/10/2000
(1400)	0.11	210	R	From:	97-1401		NA		NA		11/10/2000
(1400)		_		To:	97-640						
				From:	Dead End						
(1401)	0.16	60	R	To:	97-1400	_	NA		NA		11/10/2000
				From:	Cul-de-Sac						
(1402)	0.16	140	R	<u> </u>	Cur-uc-Duc		NA		NA		11/10/2000
				To	97-1400						
$\bigcirc$	0.04	400	_	From:	97-757						40/40/0000
(1403)	0.21	130	R	To:	Dead End	$\neg$	NA		NA		10/19/2000
				From:	97-680						
(1404)	0.29	310	R	<u> </u>	<i>y</i> 7 000		NA		NA		10/10/2000
				To	Dead End						
$\bigcirc$	0.00	NIA		From:	Cul-de-Sac/		NIA		NIA		
(1405)	0.06	NA		To:	97-01404(B)/	$\neg$	NA		NA		
				From:	US 23 BUS						
(1407)	0.29	300	R				NA		NA		10/19/2000
				To:	Dead End						
	0.18	380	R	From:	97-1410		NΙΔ		NA		10/10/2000
(1409)	0.10	300	K	To:	97-640	$\neg$	NA		INA		10/10/2000
				From:	97-1409						
(1410)	0.11	270	R			_	NA		NA		10/10/2000
				To:	97-1411						
(1411)	0.05	60	R	From:	Dead End		NA		NA		10/10/2000
(1411)	0.00			To:	97-1412		107.		147 (		10/10/2000
(1411)	0.06	170	R	From:	7/-1412		NA		NA		10/10/2000
				To: From:	97-1410						
(1411)	0.08	60	R	r roin.			NA		NA		10/10/2000
				To:	Dead End						
(1412)	0.06	60	R	From:	Cul-de-Sac		NA		NA		10/10/2000
1412	0.00	00	11	To:	97-1411	$\exists$	INA		IN/A		10/10/2000
				From:	Dead End						
(1413)	0.37	140	R				NA		NA		10/10/2000
				To: From:	0.37 MN Dead End	$\supset$					
1413	0.55	660	R	To:	07 1410 EQL WICE	_	NA		NA		10/10/2000
				10.	97-1418 ECL WISE						

					Wise Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	()K	Dir Factor	AAWDT	QW	Year
Wise County				From:	97-1413 ECL WISE	l					
(1418)	0.23	890	R	_		NA			NA		10/10/2000
				To:	97-646						
	0.11	90	R	From:	97-1418	] NA			NA		10/10/2000
1419	0.11	90	ĸ	To:	Dead End	]			INA		10/10/2000
				From:	Dead End						
(1420)	0.42	290	R	-		NA			NA		10/10/2000
				To:	97-646						
$\bigcirc$				From:	Dead End						
(1421)	0.25	100	R	To:	07.1420	NA 1			NA		10/10/2000
				From:	97-1420	<u> </u>					
	0.30	NA		Piolii.	Dead End/	J NA			NA		
1424	0.50	INA.		To:	97-00636(B)/	]			INA		
				From:	US 23 BUS						
(1425)	0.17	250	R	<u> </u>	00 23 200	NA			NA		10/19/2000
<u> </u>				To:	Dead End						
				From:	SR 72						
(1501)	0.11	150	R			NA			NA		10/17/2000
				To: From:	97-1502	]					
(1501)	0.07	80	R			NA			NA		10/17/2000
				From:	97-1503	]					
1501	0.13	80	R			NA			NA		10/17/2000
				To: From:	97-1502	]					
(1501)	0.26	20	R	_		NA			NA		10/17/2000
				To:	Dead End						
$\bigcirc$	0.02		_	From:	Dead End	]			NIA		40/47/0000
1502	0.03	8	R			NA			NA		10/17/2000
	0.20			From:	97-1501 WEST	l NA			NIA		40/47/2000
(1502)	0.29	90	R	To:	97-1501 EAST	NA 1			NA		10/17/2000
				From:	Dead End	l					
(1503)	0.03	8	R		Dead End	NA			NA		10/17/2000
(1303)				To:	97-1501	]					
				From:	97-664						
(1510)	0.09	150	R			NA			NA		10/17/2000
				To: From:	97-1511	]					
(1510)	0.21	450	R			NA			NA		10/17/2000
				To: From:	97-1512						
1510	0.07	500	R			NA			NA		10/17/2000
				To:	SR 72						
$\bigcirc$				From:	97-1510	<u></u>					
(1511)	0.10	70	R			NA			NA		10/17/2000
			_	From:	97-1514	<del>                                     </del>					
(1511)	0.02	180	R			NA			NA		10/17/2000
				From:	97-1513	<u> </u>					
1511	0.14	150	R			NA			NA		10/17/2000
				From:	97-1512	]					
(1511)	0.07	310	R	т		NA 1			NA		10/17/2000
				To:	SR 72	]					
	0.07	70	_	From:	97-1510	]			NIA		10/17/0000
(1512)	0.07	70	R	To:	97-1513	NA 1			NA		10/17/2000
				-1	7/-1313	<u> </u>					

					•	vise ivialitieriarice									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			(.)(;	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Wise County				From:		97-1513		1							
(1512)	0.10	110	R	<u> </u>		77-1313				NA			NA		10/17/200
				To-		97-1511									
$\bigcirc$	0.44	<b>CO</b>		From:		97-1511				NIA			NIA		40/47/000
(1513)	0.11	60	R	To:		97-1512				NA			NA		10/17/200
				From:		97-1511									
(1514)	0.05	40	R							NA			NA		10/17/200
				To:		Cul-de-Sac									
	0.04	840	_	From:		US 23				NIA			NIA		1002
(9553)	0.21	040	R	To:		POUND ELEM S	СН			NA			NA		1993
Town of Coeburn				•				-							
	0.40	4000		From:		97-1103									4000
(9556)	0.13	1000	R	To:		C0EBURN MIDDLE	SCH	1		NA			NA		1993
				From:		97-1101	2 3011	1							
(9636)	0.25	470	R	<u> </u>		97-1101				NA			NA		1993
				To:		COEBURN HIGH	SCH								
				From:		COEBURN ELEM	SCH								
9637)	0.50	1700	R	To:		97-1103				NA			NA		1993
						97-1103									
Town of Appalachia				From:	A	APPALACHIA ELEN	M SCH								
9677)	0.05	NA								NA			NA		
				To:		97-1321									
Wise County				From:		US 23		Ī							
9776)	0.29	570	R							NA			NA		1993
				To:		APPALACHIA SCH									
$\bigcirc$	0.60	1300	ь	From:		97-1000 SOUTI	Н			NΙΛ			NA		1993
(9777)	0.00	1300	R	To:		POWELL VALLEY	SCH			NA			INA		1993
				From:		97-610									
9778)	0.34	1200	R							NA			NA		1993
				To:		POWELL HIGH S	CH								
Town of Appalachia				From:		APPALACHIA HIGI	1 SCH	1							
(9779)	0.29	460	R	<u> </u>	- 1	XI I 7 XL 7 CHII Y THGI	15011			NA			NA		1993
				To:		US 23									
Town of Big Stone Gan				From:		***									
1 Spring St	0.63	1700	G	98%	0%	Wood Ave 1% 0%	0%	0%	С	0.101	F	0.508	1700	G	2002
Spring St				To:		ECL Big Stone G									
				From:		ALT 58									
2 Short St	0.06	1800	G	95%	1%	2% 1%	1%	0%	F	0.077	F	0.529	1700	G	2002
				To:		2Nd Ave									
3 W Second Ave	1.24	2100	G	92%	0%	Short St 1% 5%	1%	0%	С	0.089	F	0.51	2200	G	2002
(3) W Second Ave		2.00		To:	070	5Th St	170			0.000		0.01	2200		2002
				From:		5Th St									
(239) Wood Ave	0.17	9500	G	95%	1%	2% 1%	1%	0%	F	0.083	F	0.517	9200	G	2002
<u> </u>				To: From:		Spring St		<u> </u>							
(239) Wood Ave	0.79	8300	G	95%	1%	2% 1%	1%	0%	С	0.089	F	0.568	8400	G	2002
<u> </u>				From:		Shawnee Ave			_			:			
239 19th St	0.54	8800	G	95%	1%	2% 1%	1%	0%	F	0.094	F	0.611	9000	G	2002
_						4Th Ave		<u> </u>							

					V	Vise Maintenance	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Big Stone Gan							TTTGII	ZITAII		rioui		1 actor			
239) 4th Ave	0.58	8000	G	95%	1%	19Th St 2% 2%	1%	0%	С	0.093	F	0.586	8100	G	2002
1017				To		ECL Big Stone G	ap								
City of Norton				From:		11Th St		1							
(1) Kentucky Ave	1.03	2300	G	92%	1%	4% 2%	1%	0%	С	0.097	F	0.560	2400	G	2002
140				To:		Coeburn Ave									
240) 12 Th Street	0.21	NA		From:		Ramp Fr US 23				NA			NA		
(240) 12 Th Street				To	146	5-1 Kentucky Ave @	11TH ST								
240) 11th St	0.18	8600	G	87%	1%	Kentucky Ave	3%	2%	С	0.093	F	0.651	9100	G	2002
240) 11th St				To:	.,,	US 23 Park Ave				0.000	•	0.00			
$\overline{}$				From:		WCL Norton									
Dorchester Rd	1.96	930	G	85% To:	1%	3% 9%  NCL Norton	2%	0%	С	0.092	F	0.530	940	G	2002
				From:		US 23									
242) 12th St NE	0.28	200	G	85%	1%	3% 9%	2%	0%	F	0.118	F	0.63	200	G	2002
140				To		NCL Norton									
Town of Wise				From:		329-253 Main Str	eet	1							
252 Birchfield Ave	0.64	NA								NA			NA		
329				To: From:		Lake Street Lake St									
252 Birchfield Rd	0.20	3000	G	98%	0%	1% 1%	0%	0%	F	0.101	F	0.556	3100	G	2002
329				To:		NCL Wise									
Main St	0.46	14000		From:	00/	Norton Rd	0%	00/	-	0.001	_	0.654	14000		2002
(253) Main St	0.46	14000	G	98% To:	0%	1% 1% Park Ave	0%	0%	F	0.081	F	0.654	14000	G	2002
	0.07	44000		From:	00/	Main St	00/	00/		0.000	_	0.550	11000		0000
253) Park Ave	0.27	11000	G	98%	0%	1% 1%	0%	0%	F	0.088	F	0.553	11000	G	2002
(253) Hurricane Rd	0.30	7000	G	From: 98%	0%	Darden Dr 1% 1%	0%	0%	F	0.095	F	0.544	7100	G	2002
(253) Hurricane Rd	0.00			To:		Lake St			•	0.000		0.011	7 100		
253) Hurricane Rd	0.55	1800	G	98%	0%	1% 1%	0%	0%	С	0.093	F	0.574	1800	G	2002
379)				To:		NCL Wise									
(255) Darden Dr	0.47	8700	G	98%	0%	Park Ave 1% 0%	0%	0%	С	0.089	F	0.563	8800	G	2002
255 Darden Dr	0.47	0700	0	To:	0 70	ECL Wise	0 70	0 70	C	0.003	'	0.505	0000	O	2002
				From:		US 23									
1278 Addington St	0.33	2300	G	95%	2%	1% 1%	1%	0%	F	0.095	F	0.634	2300	G	2002
				To: From:		US 23 Bus Bus US 23 Main	St								
Lake St Ext	0.66	4100	G	95%	2%	1% 1%	1%	0%	F	0.102	F	0.628	4100	G	2002
<u> </u>				From:		Birchfield Rd									
(1278) Lake St	0.56	4200	G	95%	2%	1% 1%	1%	0%	С	0.116	F	0.509	4300	G	2002
1278) Lake St	0.15	3600	G	From: 95%	2%	Virginia Ave	1%	0%	F	0.125	F	0.57	3700	G	2002
(1278) Lake St	0.10			93 % To:	Z /0	Hurricane Rd	1 /0	J /0		0.120		0.51	3700		
				From:		2Nd									
Cherokee		50	G	Te.		4D 1 G				0.139	F		50	G	2002
				To: From:		3Rd Sts 3Rd									
Clinton Ave		820	G	<u> </u>		SKU				0.112	F		870	G	2002
				To:		4Th Sts									

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle	ıck 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
10th St		650	G	From:	Pine St  Spruce St			0.101	F		680	G	2002
Chesnut Avenue		NA		From:	Kline Avenue Ridge Avenue			NA			NA		
Ridgefield Rd		180	G	From:	Crestview Dr Orchard La	j		0.093	F		190	G	2002